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TakingItEasy

A man called the police to report that an unknown woman was sleeping in his bed. After checking his bed again he told the police he thought it was his mother, then he said he wasn't sure. When the police finally went to his house, the man said the woman was **definitely his mother.** (He sounds like a friggin' nut case to me.)

I keep wondering why they don't come down harder on people who use cell phones while driving. A woman was seriously injured in an accident when **she lost control of her SUV** and ran several other cars off the road before overcorrecting, which caused the SUV to roll over a guardrail and land upside down. It took a rescue crew an hour and a half with the "jaws of life" to remove her from the vehicle. And guess what? One of her arms was already free, severed in the accident and lying on the road...hangin' on to her cell phone for dear life.

Here's another cell phone carrying idiot! A man fled a fire in his home and then decided **he needed to go back** to look for his cell phone so he could call 911, but smoke inhalation killed him before he could report the fire.

Here are some **intriguing research studies** going on. It didn't say who paid the researchers.

1. Menopause in gorillas.

2. Studying whether hamsters are happy or depressed.

3. Finding the gene for earwax.

A woman dropped her purse while waiting in line at a Dairy Queen. The purse exploded, sending lots of black sequins flying. The customers said they could smell gunpowder. Needless to say, she got the hell out of there. The store manager wrote down her license number and called police. The license led them to an off-duty police officer. First, she said she wasn't in the restaurant, then said she ran because she was "under fire," and finally said **the gun discharged in her purse** but she'd thrown it out of her car window because she might be "in trouble." She resigned from the police department. Now here's her recommended prison time: 30 days for careless handling of a firearm, 90 days for fleeing the scene of an accident, one year for bringing disrepute to the police department, five years for making false statements in a police investigation, 10 years for ditching the gun unsafely, and 15 years for using bad grammar in public. (Something doesn't ring quite right with that last one, but that's what the report said.)

Man, this month's "Takin' It Easy" is FULL of idiots. A man who had murdered someone decided he'd better call it a day before someone else did the same to him, so **he stuck his head in a toilet** and then flushed it. It worked. His head got lodged in the toilet as the water sucked it in.

Fresh from our "Idiot Driver" File: A guy who was driving on an expressway **with his eyes closed** and his mouth open was finally stopped so the police could wake him up.

Another bureaucracy marvel—A house in Indiana was mistakenly valued at $400 million by the tax officials (even though its previous assessment was $121,900). So they redid the owner's bill but failed to remove from the city budget the $8 million in **tax revenue** they were expecting—this included $3 million they'd already disbursed. (This is startin' to piss me off!)

Now here's an interesting one: A man wanted to commit suicide so **he made a guillotine.** He also wired fire bombs to burn down the house as he died, but he apparently forgot to flip the electrical trigger before the guillotine came down. His goal was achieved anyway. The guillotine blade only left a gash in his neck which caused him to slowly bleed to death. (Sheesh!)

A pet store in California (remember, California is the state of fruits and nuts) has a **grooming saloon for rats.** A special $10 treatment includes lustrous-coat shampooing, claw-clipping and flea and mite treatment. (We are not making this shit up.)

If you type, watch where you put your fingers. A typist for a Japanese bank **hit the wrong keys** and sold about 600,000 shares of an expensive stock they owned only one share of, making the firm liable for the equivalent of more than $225 million. (Oops!)

A woman and her partner were arrested on counterfeiting charges. When the police went to their home, they could barely tolerate the stench. But there were no animals (dead or alive) to be found. Well, it seems that the police had dropped in on them a week earlier, and the couple hastily flushed the counterfeit bills **down the toilet.** The police questioned them at the time and then left. Since that time, the toilet clogged and the couple had to relieve themselves in plastic bags which they kept in the house. (You'd think they at least would have tosseed out the plastic bags.)

We'll leave you with this last idiot. A woman saw a large block of crumbly, white Mexican cheese on a table at an acquaintance's house and thought it was a big pile of cocaine. So she devised **an elaborate plan** to return later, steal it and kill anyone in the house old enough to testify against her. Well, she tried to hire a hit manto do the job, but he turned her in and she was arrested. (That does it, I need a friggin' drink.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 397 • JULY 2006

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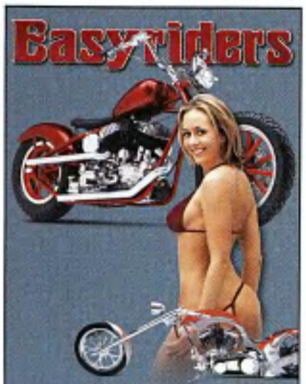

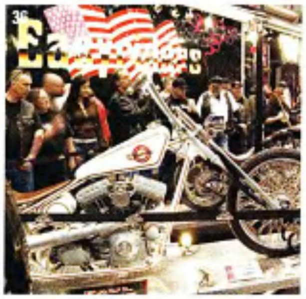

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The next liver-quiverin' issue goes on sale July 4th, 2006. **Printed in the USA.**

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WordMonger

Other American Bikes

I love your rag—its down-to-earth style is second to none. The respect it pays to our military is commendable and the coverage of custom bikes and biker events sets a standard that's hard to beat.

But I'd like to se more articles on an American alternative to Harley-Davidson bikes. How about a page dedicated to Indian motorcycles? I hear they're going to start production again this summer and have figured out the problems of the Power Plus motor and fixed them. They also have a rich history even if their chrome is a bit blemished. Pick apart their scoots. The 2000 to 2004 Indians have lots of unhappy customers. Pressure from a rag of your clout could steer them in the right direction. A page dedicated to Indians in every issue would be a welcome addition.

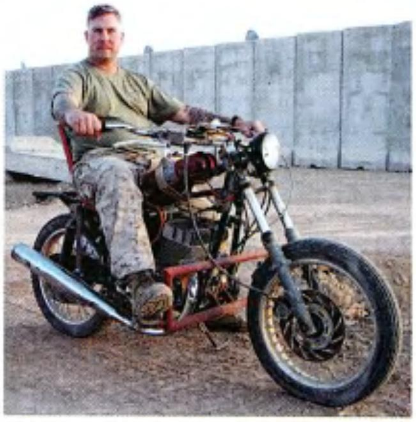
What about Victory Motorcycles—the new kid on the block? Those are some sweet-looking scoots. The Vegas Jackpot is awesome and the Hammer and Kingpin are nice as well. Arlen Ness and the boys have done an excellent job of putting Victory on the map. Look at the 250 tire, 100-cubic-inch motor and 6-speed trans. These motorcycles should not be ignored.

I realize the rich history of Harley is something to be cherished, but competition breeds a better product. And, your readers deserve an unbiased opinion on American bikes regardless of who the manufacturer is.

A question I've had for years is when is an American motorcycle company going to make a motorcycle for smaller Americans—especially women? The Sportster is heavy for a small woman, and the seat height is way out of line. No one questions Harley on this matter. If they did, their answer would be—hey, modify the Sporty. That's a costly endeavor and a stubborn way to address a need in the ever-expanding market of women riders. It's an open market that the Japanese bikes are running away with. Let's face it—a 5-foot-tall woman who is less than 110 pounds has no choice but to look to the Japanese bikes. You advertise the Vento, but it's underpowered and not made in America.

Al and Little Red Rinaldo
Rockford, Illinois

I cannot answer this letter right now due to the fact that I am sober. Seriously, we have done many articles on Indians and Victorys and continue to support all makes/manufacturers of American-made bikes. For instance, check out the article on the American Motorcycle Company in this issue.



Bike Project in Iraq

Here is a photo of a project the marines found in Iraq—my grandson and his buddies found a basket case of a Czech bike and said all they could salvage was a frame with wheels, motor and transmission. Everything else had to be fabricated: handlebars, gas tank, seat and controls. It has only front wheel brakes, the controls are from a bicycle, the gas tank is two fire extinguishers, the seat is a flat piece of metal bent for comfort and covered with foam and fabric. But with a little work on the engine, it runs and is a fun ride. He says it's not his Harley Softail but will do until he gets home.

I've read your magazine for several years so when Nike went over to Iraq, I subscribed and after reading it, I mail the mags to him. We both enjoy *Easyriders* very much, and his buddies look forward to it monthly.

Jack Swan
Watseks, Illinois

Thank You, Jimi

My friends, wife, and I set off to have a kickass vacation riding the tail of the dragon down through Pennsylvania, Maryland, and into West Virginia until my bike needed some serious repairs—swingarm and tire.

We pulled into a campsite (Battle Run Campgrounds in Summersville, West Virginia). I didn't know who to call, so a local put us in touch with Jimi Z (Custom Cycles & Motorsports). Jimi

came out and trailered Sicko's '97 Electra Glide Standard over to his shop. He put off his regular customers to help out four stranded bikers from Michigan. He even gave us on-the-road rates which let us go on to have a great vacation.

When we got home, we were surprised to hear from Jimi by phone. He just wanted to make sure we had arrived home safely.

Thank you, Jimi.

Sicko, Mean Jean,
Budha, and Tuna
Goodrich, Michigan

Contact Your Representatives

I was looking at the April '06 issue and noticed a letter from Martin Corley concerning health insurance discrimination. This practice has been going on legally since before Clinton was in office. The activities targeted by the insurance companies have included, but are not limited to, motorcycling, horseback riding, skiing plus others, but they have NOT included driving while intoxicated.

The AMA was able to get a bill through Congress that would have ended health insurance discrimination against motorcyclists and people engaged in other activities deemed hazardous by the insurance company providing coverage. Once the bill passed Congress it was sent to the bureaucrats for rules writing. During this period and before it was out into law, the agency tasked with the rules writing changed the intent of the law. Now it is illegal to deny coverage to people engaged in hazardous activities, but it is legal for the insurance carrier to deny benefits for injuries caused while engaged in a hazardous activity.

The AMA has sponsored another bill to correct the injustice of the previous bill's misinterpretation by the agency that wrote the rules. The bill has many supporters in Congress so please contact your senator and representative in Congress and let them know your feelings. Go to AMAdirectlink.com to keep on top of this issue. Join the AMA, or other SMRO and help support their efforts in protecting our right to ride. Get involved. If we don't get involved, we'll lose.

Larry David
Pittsburgh, Pennsylvania

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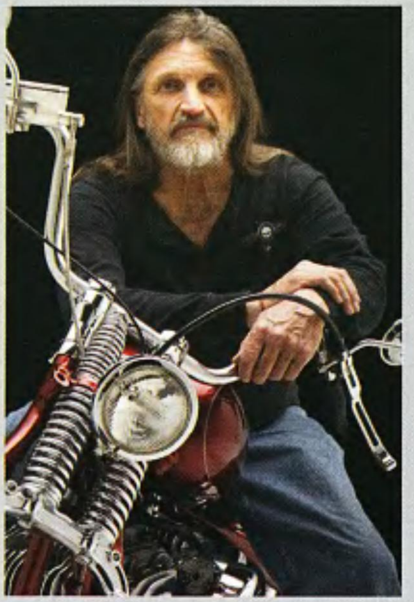
Skeeter Todd's Deceptively Complicated Flathead Bobber

New Tricks For An Old Dog

"Right from the get-go," Skeeter Todd says, "I tried to keep this one as minimal as possible. I eliminated this, that or the other thing everywhere I could. With that little '48 flathead engine in there I knew the bike wouldn't carry off a complicated look." Maybe not, but from a purely mechanical standpoint Skeeter's brand-new little bobber is just about as complicated as it gets. For starters, it has that multi-cam engine in there, the engine and its Baker transmission (you read that right) are tied closer together, the whole thing's set up with mid-mount controls, and get this, there's an electric starter to kick over that 58-year-old flathead. Complicated? Don't try some of that at home, kids.

But that's exactly where Skeeter Todd built this little red beauty; it all happened in his basement hobby shop, most of the parts coming right off his own storage shelves. He figures there's enough left over down there to make



two or three more like it. "In the last two years," Skeeter says, "I've built two new motorcycles and the only things I had to bring into the mix new were the frames. Everything else I had 'pack ratted' away."

Skeeter obviously has been around the motorcycle industry for a while. Decades, actually. He's worked for Biker's Choice in the R&D and Product Design departments, for CCI and now he's at Rolling Thunder, the Canadian frame manufacturer. "One of the rules I made for myself as I started building this one," he says, "is that I wouldn't send any drawings to a CNC machine for fabrication." All of the custom bits and pieces tying the bike together were made on a manual mill, a manual lathe "or with a hacksaw and chisel." Some of those parts Skeeter hand hewed are pretty intricate. Take the inner primary plate connecting a 5-speed Baker transmission to a 1948 flathead engine, now complete with an electric starter motor. "That never fails to raise eyebrows," Skeeter says. "People can't believe what they're seeing when I hop on this thing and push a button to fire it up." All done

by hand with manual equipment, in hindsight, Skeeter says, "Screw that. I forgot just how hard it was to build a bike before we got spoiled with CNC."

In any event, armed with those bits and pieces off the basement shelves Skeeter needed only a frame to hold everything together. Working for Rolling Thunder, that was no problem. He took

one of their little rigids and went to work shortening it 1 1/2 inches in length between the engine and transmission, deleting the seat post, then sectioning the frame 2 1/2 inches down to lower the backbone to where it just grazes the top of that short flathead. "What I ended up with," he says, "is basically a 3/4-size rigid, everything in scale with the size of the engine. The thing is extremely small." Dave Davies painted it up in authentic 1960s style, adding just the right amount of pinstripe accent.

As cool as all this looks, Skeeter is the first to admit that it's no fireball. "Running with a good tailwind helping along," he jokes, "we might be making 30 to 35 horsepower. It's the perfect example why old-school survived when it was new. We were never making enough horsepower to hurt ourselves or break anything." True enough, but some great looking bikes were sure built, though, machines very much like this one—without the electric start.

—Joe Kress

FRAME
Year/make: 2005 Rolling Thunder
Type: rigid
Rake: 35 degrees
Stretch: none
Shocks: none
ACCESSORIES
Handlebars: Flanders
Handlebar controls: JayBrake
Fenders: West Coast Choppers
Headlight: FL fog light
Taillight: V-Twin
Speedo: none
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Gas tank: GMI
Oil tank: V-Twin
Seat: Corbin, Drag Specialties
Mirrors: V-Twin
Grips: V-Twin
FRONT END
Type: Springer
Builder: Harley-Davidson
WHEELS
Make: American Racing
Size: 15-inch front, 18-inch rear
Tires: Metzeler
Brakes: JayBrake
Photos: Michael Lichter

Owner: Skeeter Todd
City: Muryland, New York
GENERAL
Designer: Skeeter Todd
Fabrication: Skeeter Todd
Year/make: 1948 Special Construction
Model: U-Model
Assembly: Skeeter Todd
Time: 2 months
Chroming: G&G Plating
ENGINE
Year: 1948
Rebuilder: Skeeter Todd
Displacement: 74 cubic inches
Ignition: Vulcan
Cam: '50s Hot Rod
Carb: Mikuni, 40mm
Air cleaner: K&N
Pipes: Skeeter Todd
TRANSMISSION
Year/make: 2004 Baker
Shifting: 5-speed
PAINTING
Painter: Dave Davies
Color: Red
Type: DuPont, Acrylic

PartsBox

Drag's Extended Gas Tank

You can stay on the road longer with these higher-capacity gas tanks distributed by Drag Specialties. Each tank is extended by two inches and holds approximately four gallons of fuel. The tank conveniently mounts to the stock location and requires '04-'06 XL Custom seat or equivalent nose shape. Retailing for $325.95, the tank accepts a 22mm petcock and late-style screw-in caps (sold separately).

See your Drag Specialties dealer or go to www.dragspecialties.com.

FluidZap Disposable Pads

FluidZap pads from Accel are designed for all work areas and eliminate the need for expensive shop rags or laundered towel services. Made with a patented process, these absorbent disposable pads are designed to contain any liquid including gasoline, transmission fluid, motor oil, brake fluid, anti-freeze, power steering fluid, water and more.

FluidZap Pads are strong and durable—perfect for use under cars, trucks, motorcycles and lawn equipment, or anywhere that something may leak and spill causing a dirty or unsafe condition. They are also ideal for use on workbenches—especially when working on oily or greasy projects like transmissions or small engine repairs. FluidZap Pads are so absorbent that each pad can contain up to 1/2 quart of oil, according to the manufacturer. Single Pad size is 17 x 23 inches, Roll size is 18 x 28 inches.

For more information on Accel Motorcycle products, visit them online at www.accel-motorcycle.com.

Hot Levers For Cool Rides

Aeromach manufactures these slick levers from CNC-machined aluminum. These eye-catching levers are rounded at the edges for a comfortable grip and smooth pull. Aeromach flamed levers are a direct bolt-on fit to '96-'06 Harley models with a manual clutch. Also, the classy, chromed levers are a bolt-on fit and awesome addition to American Iron Horse machines and 2003-and-earlier Big Dogs. Current models will not fit V-Rod or '04-and-later Sportsters.

For complete details, contact Aeromach Manufacturing by calling them at 800-990-9392 or catch them on the Web at www.aeromachmfg.com.

Bassani Pro 2-into-1 Exhaust

Bassani's new Pro 2-into-1 exhaust set (below) for V-twin applications features a radical sports look. This new system was developed for those looking for a power boost and aggressive styling, Bassani says. A bolt-on fit for all 2006 Harley-Davidson Dyna models, these headers feature 1 3/4-inch head pipes that merge into a 2 1/2-inch true reverse cone megaphone. Each Bassani Pro 2-into-1 exhaust set is fit with a removable baffle and comes with a fully polished billet aluminum end cap. Bassani claims that there's no mistaking the distinctive exhaust note of these pipes.

The Bassani Pro 2-into-1 pipes retail for $680. Call 866-439-4287 or go to www.bassani-pipes.com for information.

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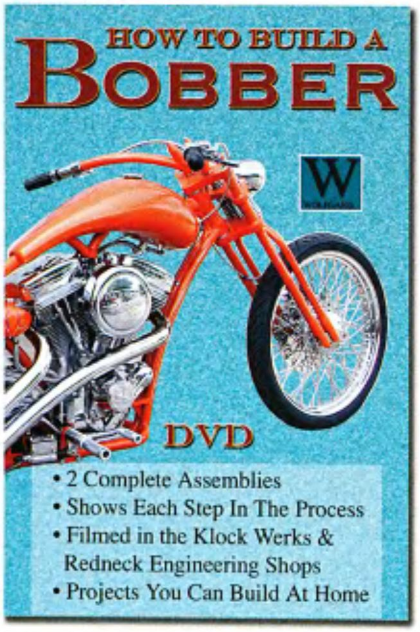
Billet Boys Light Bars

Billet Boys offers riders a way to clean up their bike's rear fender, thanks to a new custom light bar. Featuring sharp styling and good craftsmanship, each light bar assembly is available fully wired and assembled with Küryakyn or Vizor bullet lights. You can also use your own setup for custom installations. The Billet Boys' light bars fit Harley-Davidson FLST and FLH models.

Billet Boys light bars are fabricated from high-quality, seamless steel tubing. The individual parts are then TIG welded in precision jigs and chrome-plated. All Billet Boys light bars bolt on and are wired through the factory mounting holes in the rear fender.

Billet Boys products are available from the Company. Call them at 510-471-3026 to place your order or see them on the Web at www.billetboys.com.



How To Build A Bobber DVD

Long known as the publisher of motorcycle and motorhead how-to books, Wolfgang Publications has just released their first how-to DVD. *How to Build a Bobber* follows and documents the assembly of two new-school bobbers.

The first assembly takes place at Redneck Engineering, using one of their hardtail frames and matching sheet metal. The assembly includes the installation of the spoked wheels, wiring, V-twin engine and five-speed transmission and all the necessary hardware.

The second bobber assembly is actually a conversion. Watch as the crew from Klock Werks disassembles an '03 Softail and reassembles it into a rideable bobber, complete with early-style paintjob, powdercoated spoked rims and solo seat.

Both projects are bikes that can be built at home; both sequences cover the assembly and conversion from start to finish. Total running time is two hours. The new DVD is available for $29.95, plus $5.50 S&H from Wolfgang Publications, 217 No. 2nd St. Stillwater, MN 55082. For online ordering, log on to www.wolfpub.com, by phone call their 24 hour line: 651-275-9411.

FBI 240mm Wide Tire Kits For V-Rods

FBI offers a wide tire kit (below) for the Harley-Davidson V-Rod. Kits include swingarm, swingarm pivot bolt, rear axle and spacers, brake caliper, front sprocket hub, inner fender, bushings and all the necessary mounting hardware. You can choose between a chromed or polished swingarm. The kit retails for $3,399.99 with a polished swingarm and for $3,699.99 with a chromed swingarm. The kit also includes a license plate mount with turn signals. Rear wheel is sold separately.

See your Drag Specialties dealer or go to www.dragspecialties.com.

36-inch Beach Bars For Victory Kingpin

Kingpin Cycles introduces custom handlebars for Victory Kingpin models. At 36 inches wide and 3 inches high, the new Kingpin Cycles beach bars are designed to give your bike a classic look. Kingpin Cycles says that their bars give the rider a more comfortable riding position than the stock setup thanks to 15 inches of pullback. These bars are direct bolt-on. All cables, controls, riser and grips fit with no modification, Kingpin Cycles says. Bars are chromed and inspected prior to shipping.

Please visit www.kingpincycles.com or call them at 714-482-7888 .

KeyLED Provides 50,000 Hours Of Lighting

LEDtronics introduces a new, smaller and more powerful design of its popular KeyLED take-along miniature LED flashlight. KeyLED which uses four replaceable watch-cell type alkaline batteries, operates 20-30 times longer than other incandescent flashlights to provide hours of continuous illumination, the manufacturer says.

The exterior of KeyLED is made of anodized aluminum to resist corrosion, impact and scratching. With a brushed

aluminum finish, modest styling and sleek form, KeyLED measures 1.92 x 0.39 inches and weighs 0.06 ounces. To prevent against accidental activation, KeyLED features a push-and-hold button to operate the LED light.

With an average LED life span of 50,000-plus hours (5 years), White LEDs operate reliably year-after-year. Solid-state design renders LEDs impervious to electrical and mechanical shock, vibration, frequent switching and environmental fluctuation. Integrated current-limited resistors prevent short-circuiting.

Price for KeyLED is $3.95, it is sold in quantities of 5 units, and carries a 3-year warranty. Availability is stock to 4-6 weeks for special requirements. For additional information, contact LEDtronics toll free at 800-579-4875 or visit them at www.ledtronics.com.

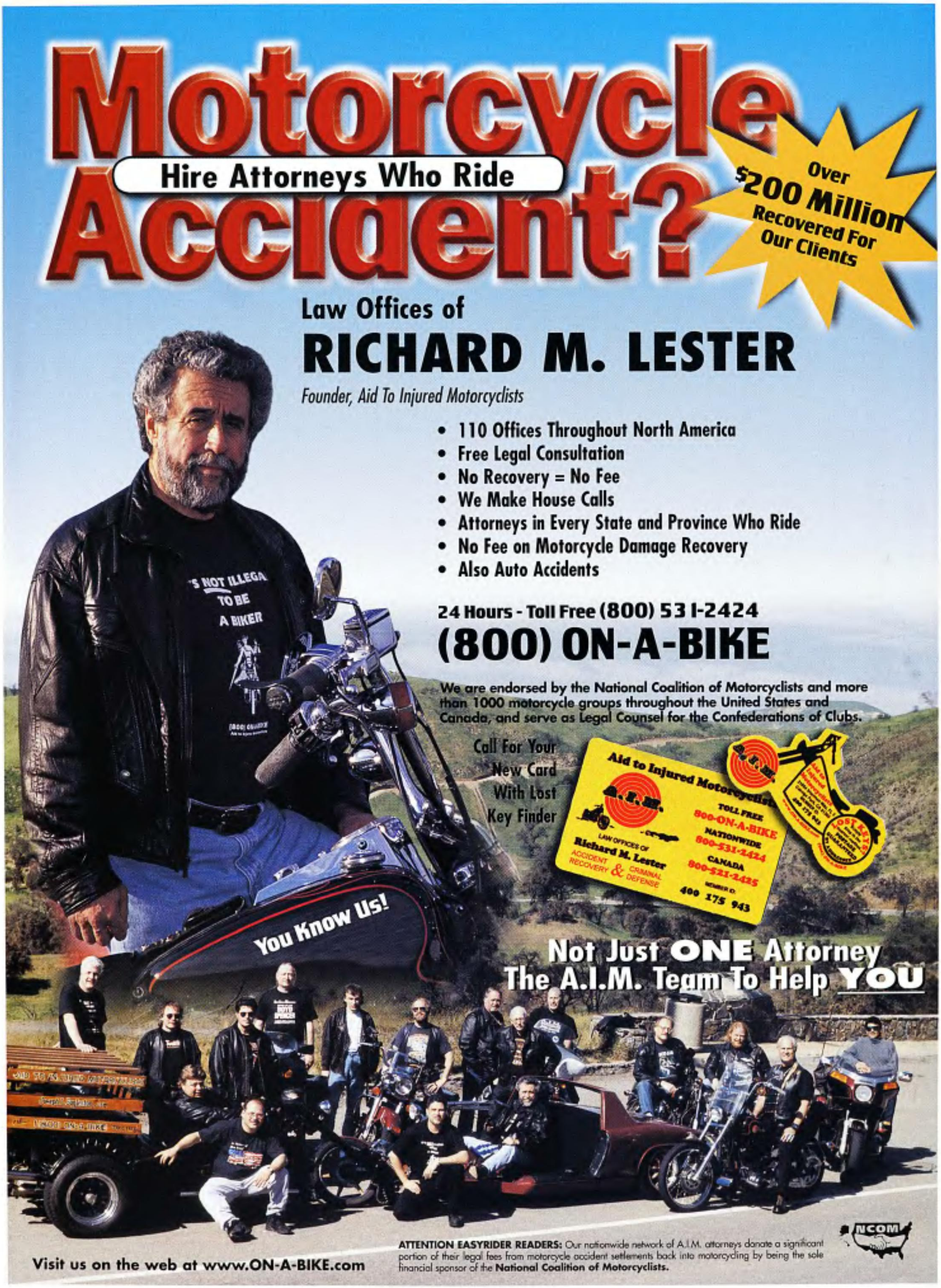
Weld Black Powdercoated Wheels

Weld Racing Motorcycle recently announced the addition of a special manufacturing process which powdercoats motorcycle wheels for any of their existing designs. Mark Finnie, vice president of Weld stated, "We have always been an innovator, not a follower, and felt that the market warranted us coming out with a line of powdercoated wheels. We have been developing this wheel for almost a year, but have held back the releasing of it so we could perfect our powdercoating technique. We are the only manufacturer that offers a 5-year warranty on our chrome wheels and this same commitment to perfection was one of our key objectives in the development of a powdercoated line of wheels."

Pictured here is a black powdercoated Forgewire wheel. All powdercoated wheels are available in all sizes and styles.

Call Weld Racing Motorcycle at 866-753-4289 for information on their product line or visit www.weldmotorcycle.

OK!
I'll buy Batteries for ya stupid sex toys, just lay off the bike will ya!
Ooooh
Thump
Thump
Thump
J. WEBBER 2006 ©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ATTENTION EASYRIDER READERS: Our nationwide network of A.I.M. attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.
NCOM

Got 21 Days?

Real Time

Here's a tech tip to bike show judges everywhere: Try to remember when you're looking over a sleek ultra-custom ride (such as the one we see here) that "custom" means "custom" and not stock. Many times, builders will make efforts to hide things, to keep things simple and subtle, and if you can't see something, give the poor bastards credit for the work they put into the bike to keep things hidden, simple or just plain cool.

South Florida Choppers built this big, green sled to wow the world, and on one outing at a local bike show, they entered...and lost...with this bike. Wanna know why? Apparently the judges couldn't find the wiring. Funny, since every effort was made to hide it all. So, given that the wiring couldn't be judged (you should be scratchin' your head at this one) the bike missed out on a win. Right.

Well, this bike was originally constructed as an entry into Florida's Battle of the Builders as an off-the-wall example of simplicity and minimalism. The ball-buster here is that all the delightful custom tricks they pulled off truly, no bullshit, came together in 21 days. Things like making the special gas tank that not only holds fuel, but hides the oil tank, battery and all wiring. The boxed downtube hides the oil lines, battery cables and all other cluttering bits that keep this sled looking slick. There is a side panel on the fuel tank that allows access to the wiring, but who the hell takes a bike to a show to have the wiring

judged anyway? Isn't giving it the "clean" look the point of...never mind.

Who cares. South Florida Choppers' owner Mike Pruss doesn't pay it all much attention. He's a detail man who likes to hide the details rather than embellishing them and showing them off. Just look at the bike and you'll see how this approach works so well. It's minimalism to the nth degree, and the kicker is, that the bike is ridden daily. That's ridden folks, not trailered, pushed or flown by helicopter. That ought to count for something in a day

when the trailer is the preferred method of motorcycle transportation.

Just a few more things to cover here…there's an integral brake system controlled by the foot brake through a proportioning valve to keep things simple, yet functional. The suicide shifter is hydraulically actuated and hand-operated for the best of both worlds and no unsightly cables getting in the way. Tricker yet, is the use of a centrifugal clutch for ultra-minimal, ultra-cool looks and performance. The bike was built with that wonderful aggression of throwing parts in then chop, cut and modify until something congeals. And the judges were upset they couldn't find the wires. Makes ya wonder if they'd have noticed them at all if they were in plain sight. —*Wordman*

Owner: South Florida Choppers
City: West Palm Beach, Florida
Designer: South Florida Choppers
GENERAL
Fabrication: South Florida Choppers
Year and make: 2005
Model: Pro-Street
Assembly: South Florida Choppers
Time: 21 days
Chroming: Atlantic Plating
ENGINE
Year: 2005
Model: TP Engineering
Ignition: TP Engineering
Displacement: 121 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni HSR45
Air Cleaner: V-stack
Pipes: South Florida Choppers
TRANSMISSION
Year: 2005
Make: Baker RSD 6-speed
Shifting: foot
PAINTING
Painter: South Florida Choppers, Tony D.
Color: green?
Type: PPG
FRAME
Year: 2005
Builder: Martin Bros Trendkill/South Florida Choppers mods
Type: Pro-Street
Rake: 47 degrees
Stretch: 5 inches
ACCESSORIES
Bars: South Florida Choppers
Fender(s): South Florida Choppers
Headlight: Headwinds
Taillight: South Florida Choppers
Pegs: Accutronix
Electrics: South Florida Choppers
Gas tank: South Florida Choppers
Oil Tank: South Florida Choppers
Oil system: South Florida Choppers
Primary cover: open belt
Seat: Top's/South Florida Choppers
Grips: Accutronix
FORKS
Type: wide
Extension: 10 inches over
Builder: Mean Street
WHEELS
Size: 21-inch front, 18-inch rear
Make: Performance Machine
Tires: Avon
Brakes: Performance Machine
Other Special Modifications: oil tank, battery and all electrics hidden under gas tank.
Photos: Don Rogers

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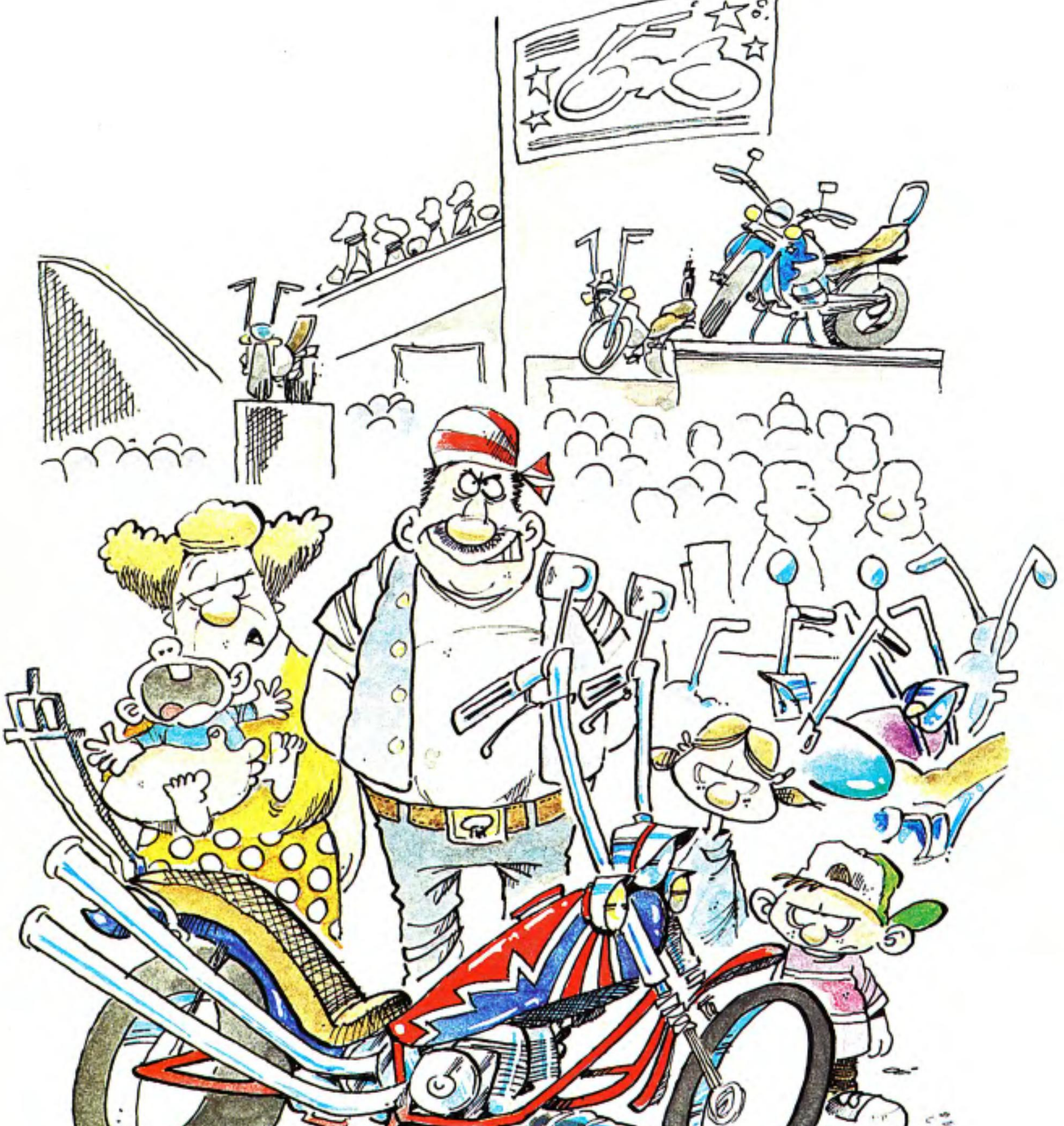
State and federal laws apply. All entrants must be at least 18 years of age.



"The only way you could afford this
is if you mortgage the house and sell me and the kids."

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Events

THE LONG RIDE HOME

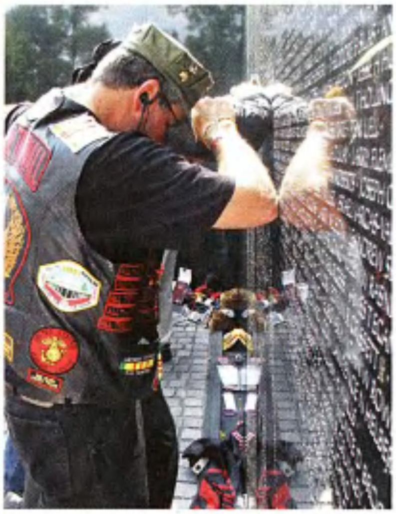


Photo: Guerrilla Docs, Inc.

Every May, hundreds of motorcyclists depart Ontario, California, for a 10-day journey to Washington, D.C. When the motorcyclists, consisting of veterans, their supporters, families and friends, reach D.C. for Memorial Day weekend they become "center stage" in the Rolling Thunder Rally. Rolling Thunder takes place at the Pentagon parking lot with nearly half a million motorcyclists. The participants gather to honor the POW/MIAs who sacrificed so much for their country. The event concludes with an emotional memorial at The Wall.

From the first bike to leave Ontario to the first tear shed at The Wall, the DVD *The Long Ride Home* follows the veterans across America's heartland as they travel to small towns, memorials, and hospitals picking up motorcyclists and supporters along the way. This DVD also features intimate and compelling interviews with veterans from World War I (104 years young) World War II, Korea, Vietnam, Desert Storm and Iraq.

Randall Wilson's film crew traveled and captured this historic event all the way from Ontario to D.C. That's 10 days on the road! This DVD tells and shows exactly what's going on and doesn't miss a beat. Folks, without a doubt, it's the best documentary on Rolling Thunder that I've ever seen. For more information and to obtain this excellent DVD check the Web site www.guerrilladocs.com. Believe me, you won't be disappointed. *—Twiggy*

Photo: Rick Hustead

In Memoriam

Do It For Johnny

We are sad to report the passing of Johnny Vasko, better known as Johnny Chop. The 34-year-old bike builder was famous for his participation in the Discovery Channel's *Biker Build-Off* TV series. He worked with Chica's Custom Cycles for a time and had started his own company just over a year ago. He loved music, motorcycles and living life to its fullest. From an early age, Johnny had experienced heart problems and at 1:00 a.m. on March 28, his heart stopped beating, leaving many more hearts broken.

We ran one of Johnny's custom bikes in *Easyriders* No. 396. He'll be missed by all of us in the motorcycle world.

The family requests that memorial donations be made to HOME, 110 Welch Rd., Palo Alto, CA, 94304. This is a home for critically ill patients and their families at Stanford University Hospital. Stay Gold and R.I.P., brother.

—Easyriders Magazine Staff

Events

BTW'S TRIKE WEEK

Your looking at Marilyn "Lady" Sickler, Co-International Director, Brothers of the Third Wheel (BTW), preparing for the 24th Annual Trike Week in Forsyth, Missouri, June 4-10, and inviting all trike enthusiasts to join her for a full week of activities. For additional details go to www.btw-trikers.org. We'll see you there. *—Twiggy*

Photo: BTW

Events

100 Years Rally

National Custom Motorworks recently announced the dates and location of their Second Annual Next 100 years of Motorcycles Rally and Music Festival. The 2006 Rally and Music Festival will be a three-day event built on the success of last year's show that took place August the 20th 2005 where an estimated 15,000 riders were in attendance.

The Rally will feature local entertainment in Rosalia, Washington, as well as national performing artists at the city

CONTINUED ON NEXT PAGE

100 Years Rally CONTINUED

park. Vendors will be on hand including a massive food court and master bike builders from around the country will display their two-wheeled marvels.

Mark August 18 through 20 on your calendar for the Next 100 Years of Motorcycles Rally. For information, visit www.100yearsofmotorcycles.com or call 509-892-2111. *—Phantom*

Photos: 100 Years Rally

Coast To Coast

Biker News

BIKERS TO ROLL TO SOLDIERS' FUNERALS: Wearing vests covered in military patches, a band of bikers rolls around the country from one soldier's funeral to another, cheering respectfully to overshadow jeers from church protesters. They call themselves the Patriot Guard Riders, (www.patriot-guard.org) and they are more than 5,000 strong, forming to counter protests held by the Reverend Fred Phelps at military funerals.

"The most important thing we can do is let families know that the nation cares," said Don Woodrick, the group's Kentucky captain. "When a total stranger gets on a motorcycle in the middle of winter and drives 300 miles to hold a flag, that makes a powerful statement."

At least 14 states are considering laws aimed at the funeral protesters, who at a recent memorial service held at Fort Campbell, wrapped themselves in upside-down American flags. They danced and sang impromptu songs peppered with vulgarities that condemned homosexuals and soldiers.

Westboro Baptist Church is made up

mostly of Fred Phelps' extended family members who, during the 1990s, are known mostly for picketing the funerals of AIDS victims, and they have been tracked as a hate group by the Alabama-based Southern Poverty Law Center's Intelligence Project.

The project's deputy director, Heidi Beirich, said other groups have tried to counter Phelps' message, but none has been as organized as the Patriot Guard. "I'm not sure anybody has gone to this length to stand in solidarity," she said. "It's nice that these veterans and their supporters are trying to do something. I can't imagine anything worse, your loved one is killed in Iraq and you've got to deal with Fred Phelps."

THE $900,000 OOPS!: California's Santa Clara County just wrote a big, whopping check to none other than...the Hells Angels. The amount, you ask? A staggering $900,000 in damages was awarded to the red and white in a lawsuit.

It seems the 1998 case involved a police department raid on the Angels in which the cops were searching for evidence in a criminal investigation. In the process of the raid, the authorities carted off (among other odd things) a refrigerator door and shot three security dogs (never mess with a biker's dogs).

When all the dust settled, and the $900,000 was all divied up, some $530,000 went to (yes, you guessed it) attorneys' fees.

WEIRD NEWS: Safety Test Burns Club To The Ground: A strip club owner burned his club to the ground while trying to prove it was fireproof to health and safety inspectors. The owner of the Cabaret Club in Kienberg, Switzerland, started the blaze to show how fireproof it was when he was visited by safety inspectors. They had questioned whether his decorations were in accordance with fire safety rules, and he used his lighter to set fire to the paper ornaments in a bid to prove there was nothing to worry about. But the fire quickly took off and spread throughout the club and the neighboring restaurant burning both establishments to the ground. According to local police, no one was hurt in the fire, but the damage amounts to more than $500,000.

— *Bill Bish, NCOM*

Announcements

2006 STURGIS HALL OF FAME INDUCTEES ANNOUNCED

The Sturgis Motorcycle Museum & Hall of Fame is pleased to announce the Hall of Fame inductees for 2006.

Jay Springsteen – J.C. "Pappy" Hoel
Lifetime Achievement Award
Marge Hummel
John Parham
John Reed
Sam Morgan
Storm & Sonny Pelaquin

The induction ceremony will be conducted during the annual Sturgis Motorcycle Hall of Fame Induction Breakfast scheduled for Wednesday, August 9 at 9:00 a.m. at the Holiday Inn in Spearfish.

Breakfast tickets are available for a $25 donation, tables of eight for $250. Traditionally, the breakfast sells out so we recommend that you purchase your tickets well in advance of the event. Tickets can be purchased by phoning the Museum at 605-347-2001 or through the Museum's Web site.

For more information on the museum and for tickets, visit them online at www.sturgismuseum.com. *—Dawg*

Legalese

GOT KIDS IN TENNESSEE? READ THIS!

In Tennessee, SB 2468 reads as follows: "Motor Vehicles — Prohibits any person under the age of 10 years to ride or be carried on a motorcycle; imposes penalties for motorcycle operators who violate this section — Amends TCA Title 55, Chapter 50, Part 5 and Title 55, Chapter 8, Part 1." The Bill was filed by Senator Raymond Finney, a Republican from Maryville, who is also a physician. The last time I checked, motorcycles were a legal form of transportation. I used one to transport my own children to and from school. Dr. Finney, are you trying to say that the state has the right to tell me that was somehow

child abuse and that in these "enlightened" nanny state times, you're not going to permit a parent to make that decision?

We will fight this bill with everything we have. According to NHTSA in Tennessee, there was one motorcycle fatality of a child under 10 and that was in 1994. For the next ten years there were none. The data for 2005 is not yet complete. While the death of anyone, adult or child, is tragic and regrettable, banning children from motorcycles would appear to be an elegant solution in search of a problem.

The people supporting such bills see us doing 70 mph on the Interstate with 4-year-olds hanging on the back for dear life. I think anyone who did that would be fed to wild boars by the biker community itself. The fact that since there's only been one child fatality on a motorcycle in Tennessee in the last ten years is a loud and clear message that we police ourselves quite well and only carry children when it's safe to do so. No Big Brother law needed here, thank you very much.

CMT/ABATE is outraged by this bill. It's a direct assault on the rights of parents to decide what's best for their own children and grandchildren. Senator Finney apparently feels the state "should" have the power to reach inside a family and control their lifestyle. Is this the "land of the free" or is it not?

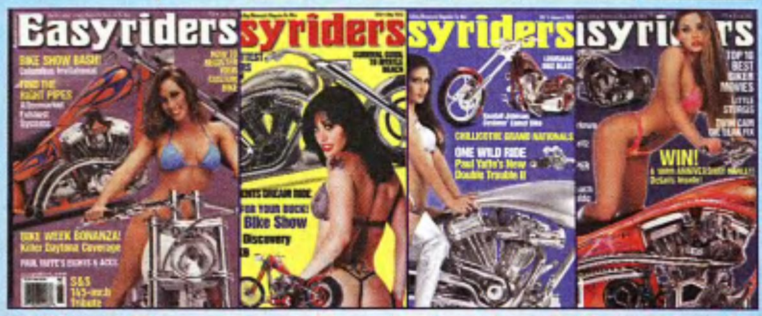
—John Pierce, Legislative, CMT/ABATE TN

Events

MRFs 22nd Annual MOTM

Hosted by ABATE of Indiana, the MRF's 22nd Annual Meeting of the Minds (MOTM) will take place September 21-24, 2006. It will be held at the Quality Inn and Suites, 505 S. State Road 39, Lebanon, IN 46052-9170. The room rate is $69 per night single/double and includes all the usual amenities. For reservations call 800-676-8190, 800-424-6423 or 765-482-0500, and indicate that you are with the MRF for a group rate. For those of you flying into and out of Indianapolis International Airport, transportation will be provided by ABATE of Indiana. Call 800-232-2283 and let 'em know when you will be arriving. We'll see you there. *—Twiggy*

Ask for YOUR FREE



MAGAZINES

You got it—just make a purchase of $50 or more and ask for your FREE copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

ALABAMA
Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

Riders H-D
4750 Norrell Dr. - Trussville
205-655-1234

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd. -
Marina Del Rey
310-823-1112

House of Thunder H-D
16175 Condit Rd -
Morgan Hill
408-776-1900

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

COLORADO
Thunder Mountain H-D
4250 Byrd Dr.
Loveland
970-493-3137

DELAWARE
Billy Bob's Bike Barn
9598 Coastal Hwy.- Milford
302-684-5800

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

H-D of Miami
19400 N.W. 2nd Ave.
Miami
305-651-4811

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

KENTUCKY
B&R Auto and Cycle Repair
730 Stone St. - Owenboro
270-926-6272

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
517-697-5525

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23
Kinnelon
973-838-8800

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

F&S Motorcycle Sales
7220 Dixie Hwy. - Dayton
937-898-8084

H&B Cycle
7034 Easton Rd. - Grafton
440-926-3440

PENNSYLVANIA
Bucks County Custom Cycles
7034 Easton Rd - Piperville
215-766-9184

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9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder Ln -
Waynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
719-807-6442

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Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Majestic Trikes-N-Cycles LLC
306 Washington St - Horicon
920-485-3330

Suburban H-D
139 N. Main - Thiensville
262-242-2464

To get your shop listed here call Angela at:
800-572-1386 - ext. 1300

Happenings

ALABAMA
Bama Bike Fest.
Date: Jul. 14-17
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

ARIZONA
Ride For Kids
Date: Jun. 25
Place: Phoenix
Info: 800-253-6530
www.ride4kids.org

ARKANSAS
Boozefighters Mulberry River Run
Date: Jun. 30-Jul. 1
Place: Byrd's Campground, Pigtrail
Info: 479-855-3528

GWTA Gold Rush 19
Date: Jul. 17-20
Place: Hot Springs
Info: 800-960-4982
www.gwta.org

CALIFORNIA
Rose Bowl Bikefest
Date: Jun. 24-25
Place: Pasadena
Info: www.horsepower promotions.com

Ride For Kids
Date: Jun. 25
Place: SF Bay Area
Info: 800-253-6530
www.ride4kids.org

Hollister Independence Un-Rally
Date: Jun. 30- Jul. 2
Place: Hollister
Info: Officially cancelled, can they stop the tide?

4th Annual Ride the Mountain
Date: Jul. 3
Place: Big Bear Airport
Info: 909-878-4340
bigbearchoppers.com

Helmet Law Protest
Date: Jul. 4
Place: Fiesta Island, San Diego
Info: 858-270-7771

Mean Mountain Run
Date: Jul. 7-9
Place: Mammoth Lakes
Info: 800-200-4557
www.road-shows.com

16th Annual Biker Appreciation Day
Date: Jul. 8
Place: Ghost Mountain Riders MC
Info: www.ghost mountainriders.com

7th Annual Rat Fink Party
Date: Jul. 8
Place: LA County Raceway, Palmdale
Info: ratfinkparty.com

Calendar Bike Show
Date: Jul. 15-16
Place: Queen Mary, Long Beach
Info: 562-435-3511
www.FastDates.com

Cycle Show & Swap Meet
Date: Jul. 23
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

3rd Annual Rosarito Beach Run
Date: Jul. 29
Place: South Coast Harley Davidson, San Diego
Info: 323-261-2158
www.pushrodwear.com

COLORADO
Ride for Kids
Date: Jun. 25
Place: Heritage Square, Golden
Info: 303-466-3501
www.ride4kids.org

84th Pike's Peak Hill Climb
Date: Jul. 1
Place: Colorado Springs
Info: 719-685-4400
www.ppihc.com

State HOG Rally
Date: Jul. 8-10
Place: Bolder to Glenwood
Info: 303-422-4626
www.costatehogrally.com

20th Annual Ladies Run
Date: Jul. 8-9
Place: Fairplay
Info: 303-632-8248
www.ladiesrun.com

Annual Burn Camp Run & Firehouse Rally
Date: Jul. 9
Place: Rocky Mountain Fire Academy, Denver
Info: 303-494-3742
www.denverburncamprun.org

Top of the Rockies Rally
Date: Jul. 13-16
Place: Paonia
Info: www.coloradobeemers.com

Ride For Life Forever
Date: Jul. 22
Place: Rock Rest Lodge, Golden
Info: 303-215-9797
rideforlifeforever.com

6th Annual Star Days
Date: Jul. 27-30
Place: Longmont
Info: 800-422-1041
www.stardays.org

Mr. G's 3rd Annual M/C Rodeo
Date: Jul. 29
Place: White Buffalo Saloon, Loveland
Info: www.whitebuffalo saloon.com

Katie's Ride for Cystic Fibrosis
Date: Jul. 30
Place: White Buffalo Saloon, Loveland
Info: www.whitebuffalo saloon.com

CONNECTICUT
MS Motorcycle Ride
Date: Jul. 23
Place: TSI H-D, Ellington
Info: www.national mssociety.org

Summer M/C Swap Meet
Date: Jun. 25
Place: Stafford Springs
Info: 860-875-7768
www.staffordmotor speedway.com

GEORGIA
Ride For Kids
Date: Jun. 4
Place: Atlanta
Info: 800-253-6530
www.ride4kids.org

Independence Day - Lids Off Run
Date: Jul. 4
Place: Rabbit Town Cafe, Gainesville
Info: 770-297-1598; 770-540-8890

5th Annual SCRC State Rally
Date: Jul. 14-16
Place: Gainesville
Info: 478-784-7052, www.scrcga.org/rally

ABATE Swap Meet & Bike Show
Date: Jul. 30
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

HAWAII
VNV/LV MC Dinosaur Run
Date: Jul. 16
Place: Moanalua Gardens, Honolulu
Info: 808-741-5408
www.vnvlvmchawaii.com

Mo'opuna MC Bike Blessing
Date: Jul. 23
Place: O'ahu
Info: 808-368-0748

Fun in Sun
Date: Jul. 30
Place: South Seas Cycle Exchange
Info: 808-668-8058

IDAHO
POW MIA Rally & Rodeo
Date: Jul. 27-30
Place: Bannock County Fairgrounds, Pocatello
Info: www.powmia rodeo.org

ILLINOIS
ABATE State Party
Date: Jun. 23-25
Place: Altamont,
Info: 800-87-ABATE
www.abate-il.org

Walneck's Swap Meet
Date: Jun. 25
Place: Grayslake
Info: 630-985-2097
www.walneckswap.com

Freedom Days Bike Show
Date: Jul. 2
Place: Hideout, Sadwich
Info: 815-786-1977

Old Shawneetown Street Rally
Date: Jul. 13-15
Place: Old Shawneetown
Info: www.hogrock.com

4th Annual Big Bikes Helping Little Tykes
Date: Jul. 15
Place: Duke's Drive In, Bridgeview
Info: 708-599-3027
www.littletykesrun.com

INDIANA
Walneck's Swap Meet
Date: Jul. 9
Place: Martinsville
Info: 630-985-2097
www.walneckswap.com

Ride For Kids
Date: Jul. 9
Place: South Bend
Info: 800-253-6530
www.ride4kids.org

26th Annual Boogie
Date: Jul. 20-23
Place: Springville
Info: 800-232-2283
www.abateofindiana.org

IOWA
22nd Annual Freedom Rally
Date: Jun. 30-Jul. 2
Place: ABATE. Freedom Park, Algonia
Info: 641-858-5001
www.abateiowa.org

Toys For Tots Rally
Date: Jun. 16-17
Place: Des Moines
Info: 515-208-9078

Midstate Thunder Rally
Date: Jul. 14-16
Place: Brooklyn Raceway
Info: 641-521-6564

State HOG Rally
Date: Jul. 21-22
Place: Des Moines
Info: 563-388-9938
www.iastatehogrally.com

AHDRA Drags
Date: Jul. 22-23
Place: Earlville
Info: 336-924-2095
www.ahdra.com

KENTUCKY
AMRA Drags
Date: Jun. 24-25
Place: Bowling Green
Info: www.amraonline.com

14th Little Sturgis Rally
Date: Jul. 13-16
Place: Sturgis
Info: 270-333-9316
www.littlesturgisrally.net

MAINE
State HOG Rally
Date: Jul. 20-22
Place: Sugarloaf
Info: 207-582-6098
www.mestatehogrally.com

MASSACHUSETTS
15th Annual MMA Wildman's Ride
Date: Jul. 29
Place: Essex County
Info: massmotorcycle.org

MICHIGAN
2nd Annual Toys for Tots
Date: Jul. 23
Place: American Legion, Charlotte
Info: 517-694-4678

MINNESOTA
Jim Hogan Run
Date: Jun. 24-25
Place: Gordy's Hi-Hat, Cloquet.
Info: 218-393-0660
www.wolfsheadrally.com

Wolf's Head Motorcycle Rally and Tour
Date: Jul. 9-16
Place: Fair Grounds, Two Harbors
Info: 218-393-0660
www.wolfsheadrally.com

Ride For Kids
Date: Jul. 23
Place: White Bear Lake
Info: 800-253-6530
www.ride4kids.org

5th Annual Run For Kids
Date: Jul. 22
Place: Eagle Valley High School, Eagle Bend
Info: 218-738-4333

MISSOURI
M/C Swap Meet
Date: Jun. 25
Place: Twin Drive In Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

Ride For Kids
Date: Jul. 23
Place: Kansas City
Info: 800-253-6530
www.ride4kids.org

M/C Swap Meet
Date: Jul. 23
Place: Twin Drive In Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

MONTANA
State HOG Rally
Date: Jun. 24-26
Place: Missoula.
Info: mtstatehogrally.com

Iron Horse Rally
Date: Jul. 14-16
Place: H-D, Red Lodge
Info: 888-827-2663
www.beartoothrally.com

NEBRASKA
Loup City Hog Roast
Date: Jun. 24
Place: Loup City, Fairgrounds
Info: 308-338-8003

BikerFest-II
Date: Jul. 14-16
Place: Ashland
Info: www.TheBiker Foundation.com

Five Rocks Biker Bash
Date: Aug. 5
Place: Gering
Info: 308-436-0056
www.gering.org

NEW MEXICO

4th Annual Toys For Kids Summer Run
Date: Jun. 25
Place: T&R Dollar Store, Gallup
Info: 505-722-4366

NEW HAMPSHIRE

Wally's Poker Run
Date: Jul. 23
Place: Londonderry Lions
Info: 603-432-9612

NEW JERSEY

Steel Thunder MC Charity Run
Date: Jul. 30
Place: Montvale
Info: 201-930-8952
www.steelthunder.org

NEW YORK

Harley Rendezvous
Date: Jun. 23-25
Place: Mariaville
Info: 518-864-5659
harleyrendezvous.com

14th Annual Block Party
Date: Jun. 24
Place: Butler Street, Brooklyn
Info: 718 855-1233
bridgerunnersmc.com

Equistar Benefit
Date: Jun. 24
Place: Twin Oaks, Cambria
Info: 716-282-1543

Freedom Fest
Date: Jun. 30-Date: Jul. 2
Place: Black Pistons MC, Friendship
Info: 814-887-6044

Tri-Lake M/C Ride & Show
Date: Jul. 1
Place: Moravia
Info: 315-497-3138

State HOG Rally
Date: Jul. 6-8
Place: Catskill
Info: 718-279-7999
www.nystatehogrally.com

Niagara Thunder
Date: Jul. 7-10
Place: Niagara Falls
Info: 716-668-6868
www.niagarathunder.com

Antique and Classic Ride
Date: Jul. 8
Place: Oneita ABATE
Info: www.oneida-abate.org

Fireman's Parade
Date: Jul. 12
Place: Jamesport
Info: 632-924-1053
www.abateofnyeastern suffolk.org

Old Bike Day
Date: July 16
Place: Niagara County MC, Cambria
Info: 716-523-9761

Ride For Kids
Date: Jul. 16
Place: Utica
Info: 800-253-6530
www.ride4kids.org

2nd Annual Cancer Run
Date: Jul. 16
Place: Caveman Cycles, Bronx
Info: 347-242-0030
www.lamanyc.com

2nd Annual Rolling Thunder 2 M/C Run
Date: Jul. 30
Place: West Shore Little League, Staten Island
Info: 347-865-1747

Ride For Kids
Date: Aug. 6
Place: Hudson Valley
Info: 800-253-6530
www.ride4kids.org

NORTH CAROLINA

Smoke Out VII
Date: Jun. 23-24
Place: Salisbury
Info: 803-269-9699
www.thehorsemag.com

Hot Springs Rally
Date: Jun. 23-25
Place: Hot Springs
Info: 828-683-3734
www.cba-abatenc.org

Easyriders Rodeo Tour
Date: Jul. 14-16
Place: Wilson County Fairgrounds
Info: 800-962-9857; easyridersevents.com

OHIO

ABATE State Party
Date: Jun. 23-25
Place: Hopedale
Info: 800-25-BIKER
www.abate.com

ABATE CMRO Freedom Rally
Date: Jun. 30-Jul. 1-2
Place: Region 8
Info: www.abatecmro.org

Ohio Trike-In
Date: Jul. 1
Place: Freedom Valley New London
Info: 419-666-1343; btwtrikers.org

Thunder at the Crossroads
Date: Jul. 21
Place: Rossford
Info: 419-873-4636
www.thunderatthe crossroads.com

The Art of Kool
Date: Jul. 2
Place: Barn and Bunk Farm Market, Trenton
Info: 513-290-9787

2nd Renegade Run
Date: Jul. 13-15
Place: Chatham
Info: 440-935-0570
chathumpokerrun.com

5th PROSTAR Cyclefest
Date: Jul. 14-16
Place: Norwalk Raceway Park, Norwalk
Info: amaprostar.com

17th Annual Kamikaze Jump
Date: Jul. 14-15
Place: Ashland
Info: 419-289-0750

4th Annual Crazy Horse Memorial Run
Date: Jul. 15
Place: Indian Titan Motorcycle, Weston
Info: 419-669-4709
indianmcweston.com

17th Annual Honda Homecoming
Date: Jul. 27-29
Place: Marysville
Info: 800-846-0422
www.ohio.honda.com

19th Annual Wetzelland
Date: Jul. 28-30
Place: Wetzel MC, Van Wert
Info: 419-587-3826
www.wetzelmc.com

Ride For Kids
Date: Jul. 29
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

AHRMA Roadrace
Date: Jul. 29-30
Place: Mid-Ohio Sports Car Course, Lexington
Info: www.ahrma.org

13th Annual Hattie Run
Date: Jul. 30
Place: Akron
Info: 330-896-0116
www.abate.com

OKLAHOMA

M/C Swap Meet
Date: Jul. 9
Place: Claremore Expo
Info: 816-456-4415
www.jwswapmeet.com

4th Annual Running Of The Rats
Date: Jul. 14-15
Place: Frisco Bar, Enid
Info: 800-749-5054
www.ironlivergoons.com

OREGON

Iron Horse Bike Rally
Date: Jun. 23-25
Place: Lake Selmac
Info: 541-659-5595
ironhorsebikerally.com

PENNSYLVANIA

AHRMA Roadrace
Date: Jun. 24-25
Place: BeaveRun, Wampum
Info: www.ahrma.org

Thunder In The Cascades
Date: Jun. 29-Jul. 2
Place: New Castle
Info: 724-658- 5000
www.thunderinthe cascades.com

Gettysburg Bike Week
Date: Jul. 6-9
Place: Gettysburg
Info: 717-624-2171
www.gettysburgbike-week.com

6th Annual Memorial Poker Run
Date: Jul. 8
Place: Cambria Summit ABATE
Info: www.abatepa.org

AMDRAGS
Date: Jul. 8-9
Place: Maple Grove
Info: 301 884 9833
www.AMDRAGS.com

Christmas in July Toy Run
Date: Jul. 9
Place: Blue Knights, Plymouth Meeting
Info: 610-761-1230
blueknightspa22.org

5th KidsPeace Toy Run
Date: Jul. 15
Place: Marshalls Creek
Info: 917-488-3957
independentbikersof pennsylvania.org

Summer Bike Fest
Date: Jul. 21-23
Place: Carlisle
Info: 717-243-7855
www.carsatcarlisle.com

Easyriders Rodeo Tour
Date: Jul. 21-23
Place: Butler County Fairgrounds, Prospect
Info: 800-962-9857
easyridersevents.com

Annual Pig Roast
Date: Jul. 21-22
Place: Mon Valley ABATE
Info: www.monvalley abate.org

RHODE ISLAND

11th Annual Car and Bike Show
Date: Jul. 22
Place: Ocean State H-D, Warwick
Info: 401-781-6866
www.oceanstatehd.com

SOUTH DAKOTA

66th Annual Sturgis Rally
Date: Aug. 7-13
Place: Sturgis
Info: www.sturgismotor cyclerally.com
jackpine-gypsies.com

AHDRA Drags
Date: Aug. 6-7
Place: Sturgis Dragway
Info: 336-924-2095
www.ahdra.com

TENNESSEE

Wing Ding 28
Date: Jul. 3-6
Place: Opryland Resort, Nashville
Info: 800-843-9460
www.wing-ding.org

4th Annual Nude Bike Rally at the Rock
Date: Jul. 28-30
Place: Murfreesboro
Info: 615-907-7001

TEXAS

6th Championship Drags
Date: Jun. 24
Place: San Antonio
Info: texasscooter.com

North Texas Rock Rally
Date: Jul. 21-23
Place: Paradise Ranch, McKinley
Info: 214-522-3460
www.ntrr.com

Texoma ABATE Dad's Party
Date: Jul. 21-23
Place: Bells
Info: 903-891-1340

UTAH

3rd Annual Benefit Ride
Date: Jun. 24
Place: Barbary Coast Saloon, Salt Lake City
Info: www.peacemakersslc.com

VERMONT

Ron Williams Memorial Run
Date: Jul. 9
Place: Rutland
Info: www.swfrvt.com

WASHINGTON

State HOG Rally
Date: Jul. 20-23
Place: Yakima
Info: 509-697-7372
www.wastatehogrally.com

WEST VIRGINIA

State HOG Rally
Date: Jul. 19-22
Place: Canaan Valley Resort, Davis
Info: 304-925-2243
www.wvstatehogrally.com

Wild & Wonderful Mountainfest
Date: Jul. 28-30
Place: Morgantown
Info: 800-WVA-BIKE
www.wvmountainfest.com

WISCONSIN

State HOG Rally
Date: Jun. 23-25
Place: Green Bay
Info: 715-552-5223
www.wistatehogrally.com

Milwaukee Rally
Date: Jul. 27-30
Place: State Fair Park, Milwaukee
Info: 414-283-9797
www.milwaukeerally.com

Ride For Kids
Date: Aug. 6
Place: Madison
Info: 800-253-6530
www.ride4kids.org

WYOMING

6th Annual Hog Festival
Date: Jun. 23-24
Place: Glenrock
Info: 307-577-9165
wyomingcentralabate.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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** Growth figures represent a ten-year period ending 2012. Source: "National Industry-Occupation Employment Matrix," a publication of the U.S. Department of Labor.*

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EASYRIDERS PORTLAND BIKE SHOW

PRANKSTERS AND JOKERS

What did you do on April 1st this year? April Fool's Day has become a proud tradition in this country and, unlike Halloween, this wonderful excuse to play pranks on your friends and acquaintances seems to go tragically unused by most of the populace. Not so at the Easyriders Portland Bike Show held on, you guessed it, Saturday, April 1st in Portland, Oregon.

The quality of the custom bikes shown here and the amazing array of different styles of motorcycles were truly dazzling. Where else might you find a 1960s Triumph bobber sitting next to a $80,000 high tech chopper, sitting right next to a

pristine antique panhead, parked just across from a dual V-twin powered show-stopper by Carl Brouward? Portland was the place for this staggering display of custom diversity and judging this show (my happy task) was, at best, extremely difficult. Luckily, I had expert help thanks to Bruce Henderson of the Bike Show staff, our own Kai "The Yodeller" Raecke and the enigmatic enchantress, San Fran's Gothgirl.

As with all of the Easyriders Bike Shows, packed crowds could meander about viewing the various displays of moto-masterpieces, buy leathers, T-shirts, biker jewelry and more from the many vendors and meet master bike builders that they've seen on TV. This particular show included, in the flesh, Paul Yaffe, Kendall Johnson, Kim Suter, Aaron Greene and Randy Simpson. Not only could you hang out with this great and gregarious bunch, but you could have a picture taken with them, get autographs and join in the impromptu massive rubber band fight organized by our "Priestess of Pranks," Goth. Yes, we did nearly put an eye out. Sorry Paul.

More April foolishness took place on stage after a seductive show by the Purrfect Angelz, when Bruce Henderson was told that negotiations with our sound crew had gone south and they were all walking out en masse. Poor Bruce was pulling his hair out and was prepared to go out on stage and begin a tap-dancing number in a bear suit from his vaudeville days when Bike Show prez, John Green, got Bruce on the phone and shouted, "April Fool!" But payback is a bitch and Bruce is already calculating his revenge. Watch your back, John and crew.

Among the excellent entertainment in Portland our 2006 headliner band, Toyz, put on their usual brilliant performances of "sound alike" renditions of classic rock hits. Lead singer Weez can sound exactly like Axel Rose from Guns N' Roses one minute, Brian Johnson from AC/DC the next and Joan Jett the next. Even all the kids got up to dance to the hard rockin' tunes at this two-wheeled family affair.

April Fool's Day also marked the 50th Anniversary of The Gypsy Jokers MC and our friend Rudy Chappelle and crew put on quite a party over at the clubhouse. Congratulations boys, here's to 50 years of hard ridin' and raisin' hell.

Let me take a moment to say that absolutely everyone in the City of Portland went out of their way to be friendly and genuinely nice to all of us biker folk. The staff of our host hotel went above and beyond the call of duty again and again. Special thanks to our smiling waitress Susan and cook Erin for making my wife cat-shaped pancakes at Charlie's restaurant.

As our trophy girl Lacey gave out the awards for the Spectator and Judged Class bikes that Saturday night, Bruce and I were honored to dedicate this show to the late Johnny Chop. We raised our glasses to toast one of our own taken far too soon. Johnny was only 34 years old (see Easynews section). I will never forget the rendition of "Johnny Comes Marching Home" that Gothgirl played on a grand piano we discovered unattended at the Portland Airport, starting this weekend-long homage to Johnny.

All the crazy crew here at *Easyriders* dedicate this issue to you, Johnny. I know you and Indian Larry are building God one helluva ride up there. —*Phantom*

Photos: Kai

Spectator's Class Winners

BEST OF SHOW

1ST PLACE BEST OF SHOW
Jason Coursey, Henderson, NV
2005 War Eagle

2ND PLACE BEST OF SHOW
Mike's Metalcraft, Longview, WA
2005 Custom Chopper

3RD PLACE BEST OF SHOW
Infamous Outlaw Customs, Clackamas, OR
2005 Rigid Springer

Easyriders Class

1ST – Jeremy Seguin, Salem, OR
2004 Hooligan Bobber

2ND – High Prairie Chopers, Toppenish, WA
2006 Line Cutter Custom

3RD – High Prairie Choppers, Toppenish, WA
2005 Pro-Street Chopper

In The Wind Class

1ST – George Pottle, Molalla, OR
1998 Trike

2ND – Murray Hayward, Portland, OR
1995 Custom

3RD – Cameron Harton, Beaverton, OR
2003 Road King

Biker Class

1ST – Rudy Chappelle, St. Helens, OR
1949 Pan/Shovel

2ND – Tom Pava, Dunsmuir, CA
2005 Ace High Chop

3RD – Eric Fine, Colton, OR
2006 Gravel Pit Custom

V-Twin Class

1ST – Rick Pratt, Bend, OR
2005 Venom Pro-Street

2ND – Bill Owsley, Silverton, OR
2002 Harley-Davidson FX

3RD – Keith Anderson, Klamath Falls, OR
2005 Chopper

Early Riders/Old-School Class

1ST – Art Ray, Olympia, WA
1945 Indian Scout

2ND – John Stewart, Sheldon, WA
1999 Chopper

3RD – Wheelsmith Cycles, Independence, OR
1972 Triumph

Judged Class Winners

BEST OF SHOW

1ST PLACE BEST OF SHOW
Carl Brouhard, Grass Valley, CA
2006 Brouhard V-4

2ND PLACE BEST OF SHOW
Lynn Ashcroft, Salem, OR
2006 Ashcroft "Rico" Custom

3RD PLACE BEST OF SHOW
Thunderstruck Customs, Medford, OR
2006 Twisted Chopper

Editor's Choice

Lynn Ashcroft, Salem, OR
1940 H-D UL

Best Display

Peter Chao, Tualatin, OR
2005 Fast Forward Chopper

Radical Custom Class

1ST – Don Sowell, Longview, WA
Bad Bones Chopper

2ND – Mike McDonald, Imbler, OR
2004 Demon Chop

3RD – Lucky's Choppers, Seattle, WA
2006 Mother Mary Chopper

Street Custom Class

1ST – Mark Elder, Albany, OR
2005 War Eagle Pro-Street

2ND – High Prairie Choppers,
Toppernish, WA
2005 Wraith Pro-Street

3RD – Bob Anderson, Bend, OR
2005 Phantom Devastator

Specialty Class

1ST – Kent Brosseau, Gresham, OR
1982 H-D Rigid Sportster

2ND – Nash Motorcycle Company,
Vancouver, WA
2005 Nash Shovel

3RD – Robert Schultz, Everett, WA
2005 Yamaha Road Star

Antique/Old-School Class

1ST –Kent Brosseau, Gresham, OR
1950 H-D Panhead

2ND – Vera Carstensen, Cottage Grove, OR
1958 H-D Panhead

3RD – Sam Doty, Milwaukie, OR
1968 H-D Shovel Bobber

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It is our fervent hope that you, dear reader, will never have to employ the famous Fred Flintstone braking maneuver, dragging your feet through a crowded intersection yelling "Oh shit, oh shit oh shit!" With all the great brake products available on the market these days, there's just no reason for it anymore.

Whether it's the latest in stylish billet technology, or simply parts to repair or upgrade your stock brakes, we've found the folks who can get you the stopping power you need. —*Kit Maira*

EASYRIDERS' GUIDE TO BRAKES

DRAG SPECIALTIES CUT-DOWN MASTER CYLINDER

When building your bike from the ground up consider these stylish cut-down handlebar master cylinders from Drag Specialties. Their master cylinders are made from a chrome die-cast construction and are cut down by .256-inch for a lower profile. They also include chrome-mounting clamps with brake levers.

TWO-PIECE BRAKE ROTORS

These two-piece 11.5-inch ductile iron rotors for are 2000-06 models, except Springers, V-Rod and 06 Dynas. They feature billet aluminum carriers which are chrome-plated. These rotors are designed to complement the Drag Specialties' laced wheels and rear pulleys. They are made in the USA.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com

HAWG HALTERS SPROCKET BRAKE KIT

HHI has added another new product to their stable of braking systems for custom applications. The Sprocket Brake kit shown here features a 4-piston caliper design with integral mounting for maximum stopping power and good clean looks. The caliper is equipped with a special compound brake pad said to provide extremely long life and minimum wear to the sprocket surface. The supplied 51-tooth sprocket is manufactured from 420 stainless steel, fully heat-treated, blanchard ground and designed to work with a 530 chain. Kits are available for both left- and right-side drive, and work with 1-inch axle and late model sealed bearing wheels. Axle and hub reducers are also available for early model wheels.

Hawg Halters, 389 Lumpkin County Parkway, Dahlonega, GA 30533; 877-442-5837; www.hawghalters.com

GOODRIDGE PLATINUM SERIES BRAKE LINES

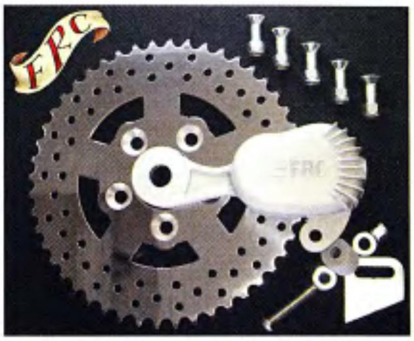
Goodridge, the world's largest manufacturer of stainless braided brake lines, has introduced their new Platinum Series brake lines for Harley-Davidsons. They have added a shining braided cover to their premium stainless braided PTFE lined hose for aesthetics, and covered that with a clear PVC cover for abrasion protection. The brake lines are available in universal or kit form. The PTFE liner is compatible with all hydraulic and clutch fluids, while the clear PVC cover is UV resistant. Goodridge says the chrome-plated fittings that complete this product range will not peel, chip, fade or leak under normal operating conditions and are covered by the Goodridge Guaranteed Forever warranty.

Goodridge, 529 Van Ness Avenue, Torrance, CA 90501; 310-381-1924; www.goodridge.net

WILWOOD'S NEW BILLET GP 310 MOTORCYCLE CALIPER

Wilwood Engineering new line of billet disc brake calipers are designed and engineered for 1984–present Harley-Davidson motorcycles. These aluminum 4-piston GP 310 calipers for front and rear applications come in a polished or brilliant chrome finish. Front GP 310s are a direct leg-mount design available for single and dual disc brake models. Rear calipers utilize Wilwood's bracket designs and are available for all Softail, Dyna and touring models. All calipers include stainless steel pistons, high temperature seals, bright finish bleed screws and Wilwood's exclusive anti-rattle pad clips.

Wilwood Engineering, 4700 Calle Bolero, Camarillo, CA 93012; 805-388-1188; visit them online at www.wilwood.com



FLYRITE CHOPPERS RIGHT-SIDE DRIVE BRAKE KIT

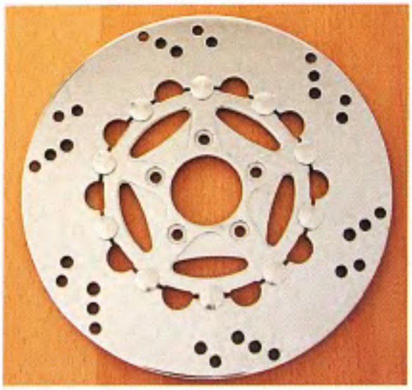
Flyrite Choppers has released their FRC SpeedLine right-side drive brake kit for the Sportster. The brake features a 2-piston caliper, a machined in-house, polished 420 stainless Roket rotor/sprocket (48-tooth for 530 O-ring chain) and all attaching hardware (some fabrication/machining required). A 5/8-inch bore master cylinder is recommended for optimum performance. They are available in cast as well as polished finishes.

Flyrite Choppers, 13200 Pond Springs Rd. B-12, Austin, TX 78729; 512-918-2467; www.flyritechoppers.com

LYNDALL RACING BRAKE PRODUCTS

Lyndall Brake Pads come in two flavors. Their Gold Compound is a proprietary blend of carbon-Kevlar and trace iron that excels in extreme environments and is derived from Formula Atlantic and Indy Light open wheel car racing. The Gold pad requires break-in and generally averages about 7,000 to 10,000 miles. Their Z-Plus Compound is a softened version of the Gold Compound and does not

require break-in. Lyndall says they are excellent for general-purpose riding and offer a high coefficient of friction, saying that they is the most rotor friendly pad in the industry, producing no dust, no rotor wear and no noise. The service life generally averages about 18,000 miles.



LYNDALL BRAKE ROTORS

Lyndall's stainless steel rotors start with high-quality 420 steel heat-treated to Rockwell C-37 hardness and manufactured on a CNC machine to exacting specification. The rotor is then chemically passivated and highly polished prior to assembly using hardware manufactured of 304 stainless steel. Lyndall's 11.5-inch APEX Performance Rotors, also pictured, consist of an ultra-light friction ring which is fully CNC machined from functionally gradient metal composite material and is fitted to a 6061 Aluminum carrier with 16mm Aluminum buttons. The entire 11.5-inch fully floating rotor weighs less than two pounds.

Lyndall Racing Brakes, 2131 So. Hathaway, Santa Ana, CA 92705; 800-400-9490; www.lyndallracingbrakes.com

INDIAN LARRY QUESTION CROSS ROTOR

This laser cut, fully polished Question Cross stainless steel rotor from Indian Larry Legacy is available in 10-, 11.5- and 13-inch inch diameters for '99-and-earlier Timken bearing hub, or '00-and-later for the sealed bearing hub.

Indian Larry Legacy, 151 North 14th Street, Brooklyn, NY 11211; 718-609-9184; www.indianlarry.com

DP BRAKE PADS

DP says their brake pads last two to three times the life over OEM pads. They use graphite in compounds to stop noise and squeal with minimal rotor wear and no brake

dust. The pads also have a ceramic heat shield on the back plate to stop heat transferring into fluid, which equals reduced fade and equal performance, wet or dry. DP pads are the original equipment supplied on all JayBrake calipers and on Motor Trike rear kits.

DP Brakes North America, 4401 Walden Ave., Lancaster, NY 14086; 716-681-8806; www.dp-brakes.com

STAMPEDE BRAKE CALIPERS AND ROTORS

Stampede brake calipers with mounting Bracket feature smooth lines and high durability. These chromed or polished billet-cut aluminum calipers are designed to fit '84-'98 Softail/Big Twins. A flat or dimpled face can add to the look of any bike. Stampede Calipers are available in a dozen styles to match Stampede Billet Wheels. The manufacturer says that precision machining guarantees absolute trueness in every item. They are made in the USA.

MC Advantages, 10440 NW 54th Avenue, Grimes, IA 50111; 800-726-9620; visit them onliae at www.mcadvantages.com

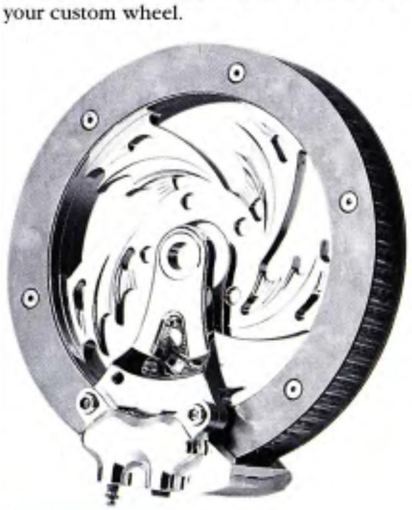
PERFORMANCE MACHINE DIFFERENTIAL BORE CALIPERS

The quest for powerful braking has always been a factor in building a high-performance motorcycle. Heavy bikes, high speeds and adverse traffic conditions demand the very best braking possible. The PM differential bore brake caliper increases braking power and feel at the lever by utilizing a smaller piston at the disc entry and a larger piston at the disc exit. The result is more efficient pad to disc contact, reduced heat and increased braking power. These direct bolt-on calipers are available in 4- or 6-piston format as well as a 6-piston caliper for 13-inch discs. Available in a polished, chrome or black anodized finish.

Performance Machine, Inc., 6892 Marlin Circle, La Palma, CA 90623; 714-523-3000; www.performancemachine.com

RC COMPONENTS

RC Components features multiple products in their brake part and accessory line. RC's 1-piece brake rotors are cut from polished 410 stainless steel discs, and are available to match any of RC's custom wheel styles. Also available is RC's custom brake calipers. These calipers come in a universal 4-piston and direct bolt-on 4-piston model. RC recently introduced their inboard brake bracket. With this bracket, you can move your rear brake rotor to the same side of your wheel as your drive pulley allowing you to show off more of your custom wheel.



RC COMPONENTS PULLEYROTOR

The RC Pulleyrotor eliminates the need for a rear rotor, so you can clearly see your rear wheel. Two pieces of stainless steel bolt onto a specially built forged aluminum pulley. An RC brake bracket and 4-piston caliper wraps around the package to give a clean, simple

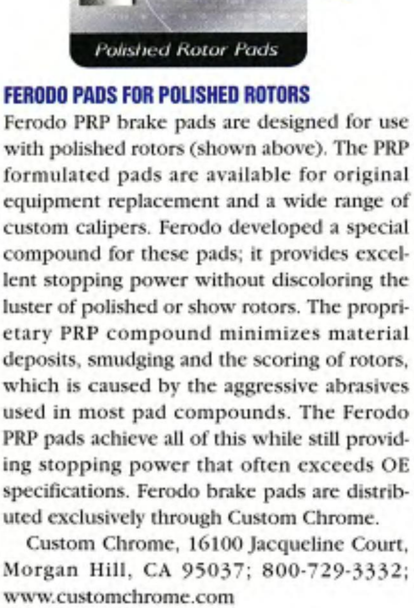
look (also available in a dual caliper set up). Kit comes with stay rod and weld on brake tab. RC Pulleyrotor is available in all of RC's forged belt pulley designs.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42103; 1-800-360-0915; www.rccomponents.com

FERODO PADS FOR POLISHED ROTORS

Ferodo PRP brake pads are designed for use with polished rotors (shown above). The PRP formulated pads are available for original equipment replacement and a wide range of custom calipers. Ferodo developed a special compound for these pads; it provides excellent stopping power without discoloring the luster of polished or show rotors. The proprietary PRP compound minimizes material deposits, smudging and the scoring of rotors, which is caused by the aggressive abrasives used in most pad compounds. The Ferodo PRP pads achieve all of this while still providing stopping power that often exceeds OE specifications. Ferodo brake pads are distributed exclusively through Custom Chrome.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-729-3332; www.customchrome.com



EUROCOMPONENTS SPROCKET ROTOR KIT

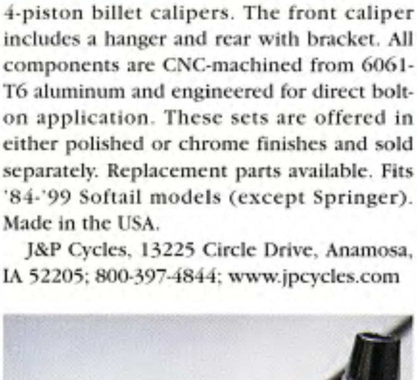
Eurocomponents sprocket-rotor kit fits all Softail and rigid frames. Kit includes a 51-tooth sprocket which works also as a brake rotor, rear 2 piston brake caliper with brake pads, caliper bracket and necessary hardware. Everything is on one side of the rear wheel, to leave the other side completely clean. The sprocket-rotor is made of stainless steel and the caliper and bracket are machined out of billet aluminum and are available polished or black anodized. Available for left- or right-side drive.

Eurocomponents, Inc., 1 Festiva at Lions Paw, Daytona Beach, FL 32124; 386-274-5729; www.eurocomponentsusa.com

MILWAUKEE TWINS BRAKE CALIPERS SETS

Milwaukee Twins presents these matching 4-piston billet calipers. The front caliper includes a hanger and rear with bracket. All components are CNC-machined from 6061-T6 aluminum and engineered for direct bolt-on application. These sets are offered in either polished or chrome finishes and sold separately. Replacement parts available. Fits '84-'99 Softail models (except Springer). Made in the USA.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com



HOTMATCH FRONT BRAKE HARD LINE KIT

The HotMatch front brake hard line kit comes with two polished compression fittings for the master cylinder and the bottom triple tree and 5-feet of 3/16-inch stainless steel line. HotMatch also offers a front brake line tool kit for this application consisting of a 3/16-inch heavy-duty bender. All HotMatch front brake line kits are made to order. The kit is the same system HotMatch Custom Cycles trusts and uses on all of their custom bikes. Matt says, unlike stock braided hoses, this stainless steel kit does not wear or fail and can be blended right in with the handlebars.

HotMatch Custom Cycles, 2434 E. Fender Ave, Unit E, Fullerton, CA 92831; 714-680-4362; www.HotMatchCustomCycles.com

NESS-TECH NEW CALIPER KITS

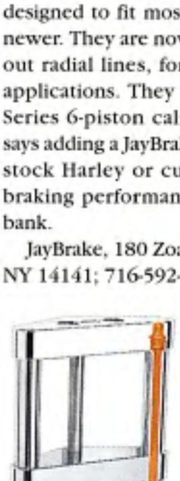
Arlen Ness' Ness-Tech Radius 6-piston brake caliper kits feature smooth-flowing housings, and Nissan internal components for proven reliability and stopping power. They are carved from 6061-T6 billet and are beautifully chrome plated. Seven models are offered making for a bolt on application for all 1984-and-later models.

Arlen Ness, 6050 Dublin Blvd. Dublin, CA, 94568; 925-479-6350; www.arlenness.com

JAYBRAKE 2000-AND-UP 6-PISTON CALIPERS

The new JayBrake 6-piston calipers are designed to fit most stock Harleys 2000-and-newer. They are now available with and without radial lines, for single disc or dual disc applications. They are designed after their J Series 6-piston calipers. The manufacturer says adding a JayBrake 6-piston caliper to your stock Harley or custom will improve your braking performance without breaking the bank.

JayBrake, 180 Zoar Valley Road, Springville, NY 14141; 716-592-0554; www.jaybrake.com



INTERNAL BRAKE LINE CONVERSION

Pro-One's newly-released B.I.G.S New Generation brake system is an internal brake line kit that locates all but a very short, well hidden line to the inside of fork tubes. The system is compatible with most bikes with plunger-style forks, and can be used on both new and used front ends. The internal line kit conversion can be installed in forks up to 20 inches over stock and works with single or dual brake layouts. Pro-One says they have been extensively tested and the system has been approved by the European TUV. The Pro-One B.I.G.S New Generation brake system offers precisely controllable braking power and a brake-hose-free front end.

Pro-One Performance Mfg, Inc. 2700 Melbourne Ave. Pomona, CA 91767; 800-884-8473; www.pro-one.com

RESTO-BRAKES FROM PAUGHCO

Paughco has one of the largest selections of direct replacement and custom brake components for Harley-Davidson motorcycles to be found anywhere. From early pedal assemblies and mechanical actuating components to caliper hangers, replacement anchors, chrome disc brake covers and more, they have you covered. Paughco also offers replacement drums in chrome and black, new brake shoes,

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brake drum and sprocket assemblies, actuating rods, springs and just about anything else the restoration or custom enthusiasts could need.

Paughco, 11 Cowee Dr, Mound House, NV 89706; 775-246-5738; www.paughco.com

NEW FROM WELD

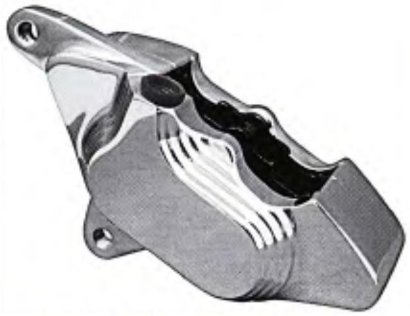
Weld's new Pulley/Rotor brake system incorporates a heat-resistant coating found on the inside of the rotor ring where it connects to the pulley, not on the braking surface, in order to bleed heat away from the drive belt. Weld says that by using this high tech coating, the brake pedal pulsation is eliminated or greatly reduced, giving you smoother, constant "stopping power." The Pulley Brake is available in both 65- and 70-tooth, narrow and wide configurations. The complete system comes with the pulley with the attached brake rotor rings, pulley mounting hardware, pulley/brake bracket, anchor rod (with hardware), centering spacer and weld-on tab.

Weld Motorcycle, 6600 Stadium Drive, Kansas City, MO. 64129; 866-753-4289; www.weldmotorcycle.com

ULTIMA ALUMINUM BRAKE CALIPERS AND BRACKETS

Ultima USA made 4-piston calipers from Midwest Motorcycle Supply feature an all-new design for true custom style. Available in polished or chrome-plated finish with stainless steel fasteners. The Ultima caliper uses standard stainless steel pistons, while the Ultima Plus uses hard anodized pistons and anti-rattle springs for increased performance and excellent wear resistance. Midwest says all Ultima calipers "offer reliable stopping power with great looks at an unmatched price."

Midwest Motorcycle Supply, 111 Manufacturers Dr., Arnold, MO 63010; visit the online at www.ultimaproducts.com



NEW THUNDER HEART CHROME BRAKE CALIPERS

Kustomwerks, Inc. carries the new chrome brake calipers from Thunder Heart Performance. The new calipers come in 4- and 6-piston models and are made in the USA. The new front brake calipers are designed to fit Wide Glide applications 1984-1999, 2000-present and custom applications. The rear calipers are designed to fit stock and custom applications. Each caliper is show-chrome plated and assembled using stainless steel fasteners for a clean look. Thunder Heart's calipers have met or exceeded many quality standards, passing DOT and other mandated testing.

Kustomwerks, P.O. Box 35831, Greensboro, NC 27425-5831; 800-498-4711, www.kustomwerks.com

GMA ENGINEERING

GMA has designed a performance brake kit to stop those big cruisers and touring bikes. These new calipers have a one-piece brake pad designed to give more surface area for better stopping power and better feel at the pedal. They say their new rear FLT kit, along with the existing dual front caliper kit combined with their Ductile Iron rotors, will give you the stopping power that you need. The rear brake kit is a direct bolt-on, that comes with all of the hardware needed for installation. The stock brake line and master cylinder can also be used with this kit.

RIGHT-SIDE BRAKE KIT

The popular Brake Pulley System from GMA Engineering is now available in a right-side

drive version as shown here with the GMA W-7 wheel. GMA mirrored the caliper mounting bracket to work on custom and modified bikes that are running the Baker RSD transmission. The combination of these two components is said to work very well when installing 250 and 300mm tires in custom frames. The Brake Pulley comes completely assembled and will include a weld-on frame tab and universal braided stainless brake line.

GMA Engineering Inc., 13526 A St., Omaha, NE 68144, 402-330-5105; www.gmabrakes.com

NYC CHOPPERS

NYC Choppers' front 7.5-inch chopper style springer brake rotor kit is available in dual or single, polished or raw and custom styles available. There is a matching rear also. Their 4-piston sprocket brake available with custom rotors in black chrome or polished finishes. Also available, is their front or rear 11.5-inch NYC Trucker Girl rotors. All rotors available in raw or polished stainless, and the raw and the larger size can be powdercoated.

NYC Choppers, 548 West 53rd, New York, NY 10019; 212-643-7010; viait them online at www.nycchoppers.com

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TalkingTech

FORK IT OVER

I've been happily reading *Easyriders* for over 30 years. I have a '79 FXE shovelhead that I've been riding and rebuilding for years. I finally got to the front end and ordered a complete FLST front end from an Internet supplier. Last week, I dropped the bike and front end off to be put together. My friend said that the legs weren't marked Showa and asked me to find out how much oil it takes. I called the supplier, but they have no tech support so I called several other places. One said 12.5 ounces Type E, another said 8.5 ounces Type B, plus 1 ounce for being dry, and the last one said to go by H-D specs. The front end is a polished fork and sliders for FLST models 1986 to present. It came from Custom Chrome originally, but I couldn't find their phone number and understand that they don't deal with the public. My question is how much oil should I use, and what type or weight?

Paul W. Scholz
Maine

Start off with the mother ship's recommendation for an O.E. FLST fork. Harley calls for 12.5 ounces of Type E fluid in each leg for a dry fork, 11.5ounces for a wet one. That should work fine if your fork is a replicant of Harley's. If not, and you put too much fluid in, the fork won't compress fully and may blow the seals. Remove fluid an ounce at a time from each leg, if you have to, by removing the drain plugs, then rolling the bike forward and grabbing the front brake. Be gentle, so you don't squirt more than you planned to out on the floor and wind up having to replace it. The fork will feel way too soft if it doesn't have enough fluid. Add an ounce to each leg, go for a test ride, and repeat as necessary Also, CCI DOES have Tech support.

DOT BY ANY OTHER NAME

I have been using DOT 5 brake fluid in my 1987 FXR, for which I also bought GMA master cylinders, calipers and rotors. I moved to a small town in Iowa and went to the local NAPA store to buy brake fluid for the big swap. They only have DOT 5.1 fluid and the convenience store only has DOT 3. Is DOT 5.1 the same as DOT 5, or maybe an upgrade? I guess the main thing I want to know is if they would be compatible. I don't want to have to grab a handful of brake and have, well, no brakes.

James Keeley
Iowa

Nope. DOT 5 fluid has a silicone base. Like DOT 3 and DOT 4 fluid, DOT 5.1 has a glycol base. Glycol-based brake fluids are compatible with each other, but not with DOT 5. Some brands of DOT 4 have a higher boiling than DOT 5 but I'd still stick with DOT 5. It does not absorb water from the air, another plus being that it won't damage paint if you get sloppy with it. I'm surprised you didn't just order some DOT 5 from J&P over in Anamosa. Get your plastic out, and call them at 800-397-4844.

MAGIC SLIPPER

Could you tell me the difference between a slipper clutch and a lock-up? I thought they were just for drag racing but now I'm seeing them advertised for street use. What advantage do they have?

Newbie Ned
Texas

Slippers and lock-ups are one in the same. They combine conventional springs with centrifugally-activated weights that increase pressure on the clutch pack for more bite. Racers sometimes set them up for less bite off the line to keep the engine from overpowering the tire. Then, centrifugal force increases with rpm, swinging more weights out and increasing clutch bite when the tire is less likely to break loose.

That could be an advantage for serious street racing, but otherwise the main benefit for street use is that a lock-up clutch can utilize lighter springs, which reduces clutch-lever effort for unfortunates with arthritis or carpal tunnel, and limp-wristed whiners who should be riding Gold Wings. Now I'm really gonna get some letters. I better sneak out to the local waterin' hole for a few brewskis before the boss sees this article. —Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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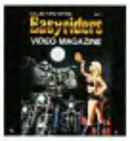

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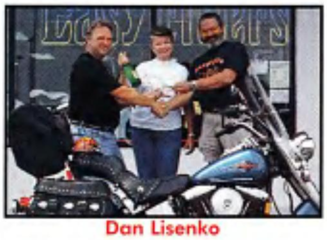
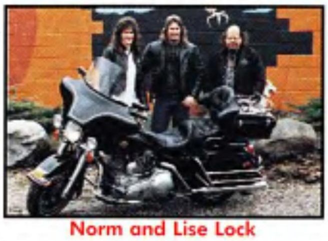
Meet Some Previous Winners!!!

Paul Szmurlo



Dan Lisenko



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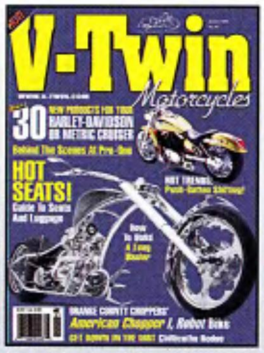

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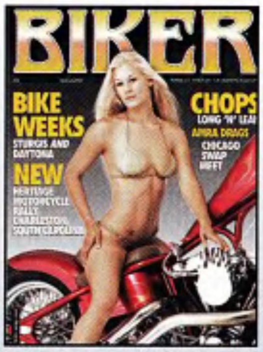

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Use the enclosed Official Entry Form and subscription envelope, or write your name, address, phone number, and EASYRIDERS 2006 35TH ANNIVERSARY SWEEPSTAKES ENTRY on a 3x5 index card and mail it in an envelope to: EASYRIDERS 2006 35TH ANNIVERSARY Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2006. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

Prizes are not transferable and not redeemable for cash, except for the cash option associated with the Grand prize. No substitution of prizes is permitted. Superbag prizes are not exchangeable or refundable for cash value. You may win one of a total of 309 prizes 1 Grand Prize with a cash alternative, 1 First Prize, 1 Second Prizes, 5 Third Prizes, 1 Fourth Prize, 100 Fifth Prizes, 100 Sixth Prizes and 100 Seventh Prizes. The motorcycle and Superbag prizes pictured may not be the specific ones awarded. Total approximate retail value is $109,500.

Winners will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

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Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, LLC, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2006 35th Anniversary Sweepstakes Winners List, Easyriders, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

CRAZY MIKE TAKES HOME A BOBBER

J&P CYCLES BUILD-A-BIKE WINNER

As you may recall, the fine folks at J&P Cycles and Custom Chrome got together with *Easyriders* magazine a few months back to create a cool little bobber out of a CCI El Dorado HR3 bike kit. This nasty scoot truly became the silk purse transformed from a sow's ear. Thanks to the capable wrenchin' hands of J&P Cycles' Bob Vermillion and Jeff Wiley, this kit received a new headlight, gas tank, pipes, seat, floorboards, fender and more from the Jammer catalog.

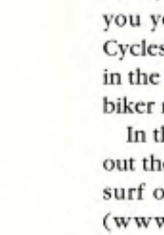
The motor for the bobber is a tried-and-true RevTech 100 incher to get this old-school sled down the road. Many of our loyal readers entered the *Easyriders*/J&P Cycles contest, but only one person could win and ride this bad boy home. That proud biker is Crazy Mike of West Covina, California. Mike picked the bike up right from our *Easyriders* offices in SoCal and was a mighty proud papa when we handed him the keys.

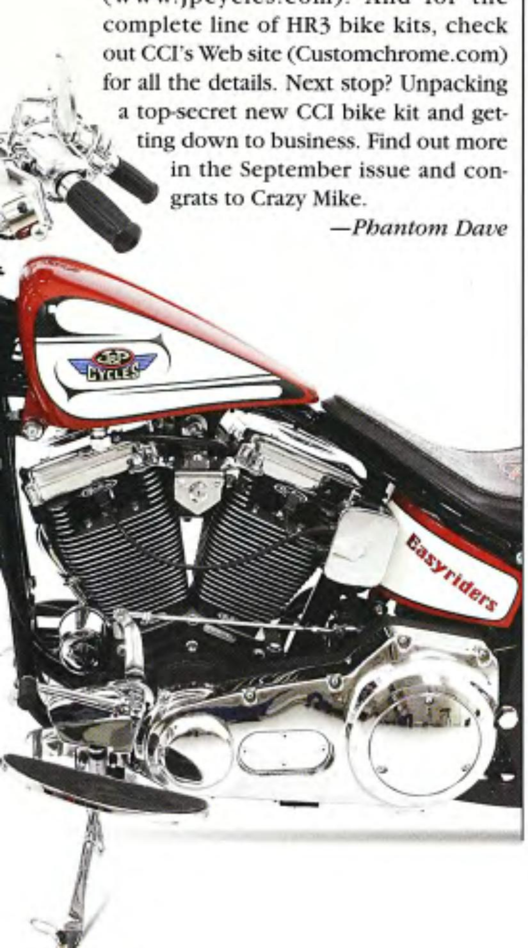
Photos: John Sullivan and Kim Peterson

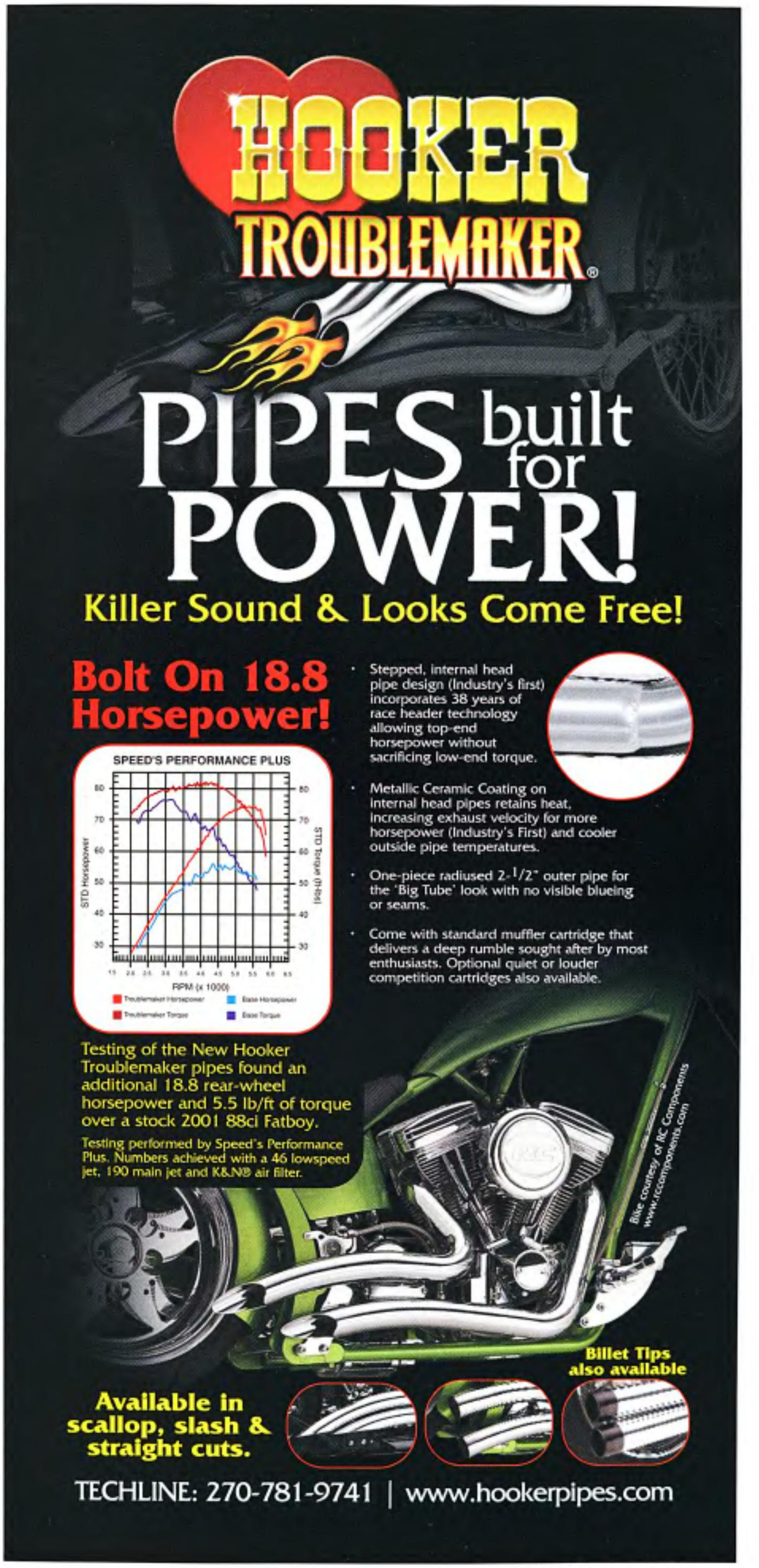
Now we ain't sharin' this story to make you feel bad for not winnin' a righteous scoot. We're just getting' you revved up to win the next one! That's right, J&P Cycles, CCI and *Easyriders* are doing it all over again starting in the September issue of *Easyriders* magazine. Check out the J&P Cycles ad to find out how you can win the bike of your dreams. Keep your eyes peeled for the rules, regs and entry info that will get you your chance to win the new J&P Cycles Build-A-Bike for 2006. It all starts in the September issue of America's best biker rag, *Easyriders*.

In the meantime, if you want to check out the hottest new parts on the market, surf on over to J&P Cycles' Web site (www.jpcycles.com). And for the complete line of HR3 bike kits, check out CCI's Web site (Customchrome.com) for all the details. Next stop? Unpacking a top-secret new CCI bike kit and getting down to business. Find out more in the September issue and congrats to Crazy Mike.

—*Phantom Dave*







Start screaming and run for cover. Get the hell away from the senseless cruelty and unintentional devastation. The creator of this mighty machine with monstrous curb appeal is none other than veteran Harley-Davidson racer, ex-Marine, talented bike designer and motorcycle madman Tommy "Tomcat" Sherrod. His neighborhood in Kissimmee, Florida, was not ready for the disturbance. Tomcat told us, "From its first appearance on the streets, there have always been people running and screaming, brakes screeching and cars wrecking. It was as if they had just seen a monster, so we call this model Godzilla."

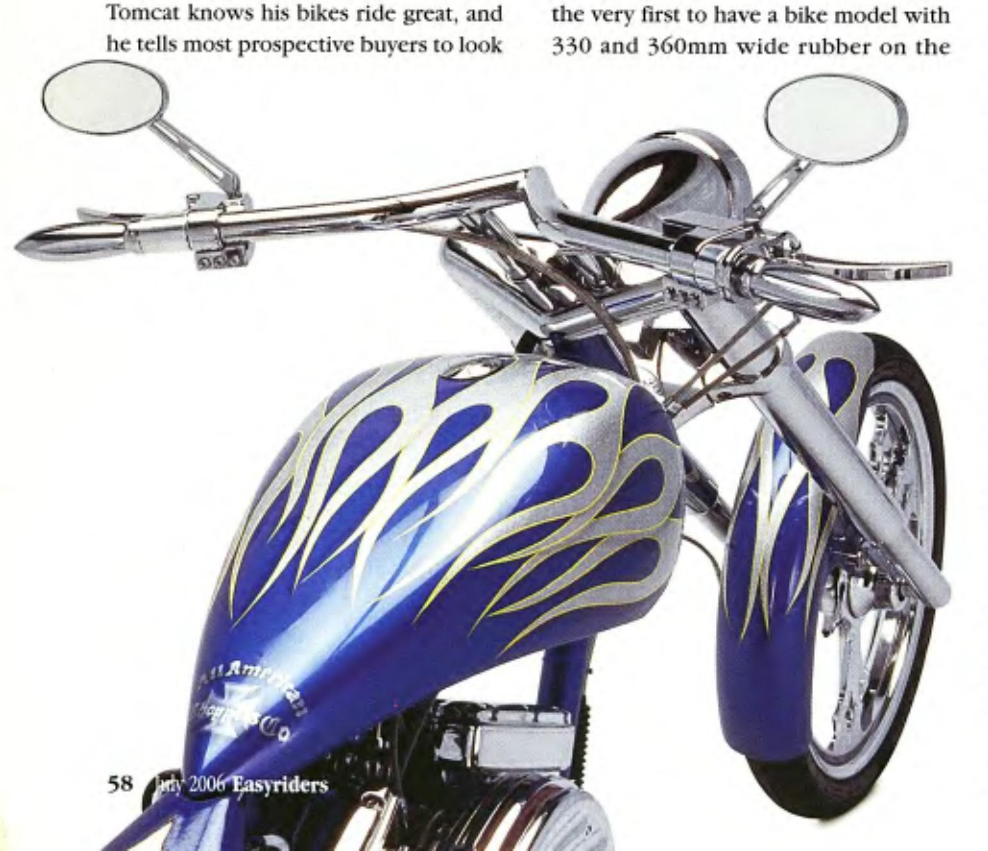
This is one of the first single-sided swingarm bikes that All American Choppers Co. has rolled out. Tomcat's favorite thing about Godzilla is its overall low and long "street freak" looks. With the RC Components' Warlock Spinners for wheels, the open right side of the bike could freak out anyone on the street.

GODZILLA

Be Afraid… Be Very Afraid

Tomcat is especially proud of the All American Choppers Co. modifications to the Independent fuel tank which was stretched an additional 7 inches in order to cover 10 extra inches of backbone real estate. The RC Components' frame starts out with a 38-degree rake angle and has only 2 inches of up stretch, but when you shove 8 more inches of fork tube into a set of 6-degree trees, the total rake is 45 degrees of leg wettin' nirvana. Tomcat knows his bikes ride great, and he tells most prospective buyers to look around before coming back to see him. Very few can render a ride that looks this cool and rolls this righteous. There is no sloppy, floppy wheel hop and the only thing flakey about this All American Choppers Co. bike is the paint. Tomcat said this is the largest flake you can shoot with a gun and this sickass finish requires the flake be pressed down into each subsequent coat of clear.

All American Choppers Co. is one of the very first to have a bike model with 330 and 360mm wide rubber on the backside listed in the N.A.D.A. book. With names like "Sandman," Grim Reaper," "Rock-zilla," and their "Killer Trike," there are a lot of different species available as the basis for your truly unique custom build, but All American Chopper Co. has never duplicated any of the 100 rides they build each year. These are of the caliber you would expect to pay over 60 grand to acquire, but the actual cost is around half that.



Tomcat owns the company, which, by the way, owes no debt to any suppliers, and he is also the only salesperson. The initial consultation sets your new wheels in motion. This is where Tomcat pairs each rider with the kind of bike that best suits their needs and fans the flames of their desire. From there, each bike is 100% hand made from front to back. In the early days, All American Choppers Co. was getting a lot of local action, but now Tomcat is getting calls from all over the planet, and plenty of offers to sell the farm but he ain't giving up just yet. "There's no feeling like seeing something you created come rolling in and watching how it affects people."

If you want a show bike that is dependable enough to be your everyday ride, hook up with Tomcat. He and the crew are up to more farout fabrication than ever before. Get more info at www.allamericanchopperco.com.

—Cheese Monger

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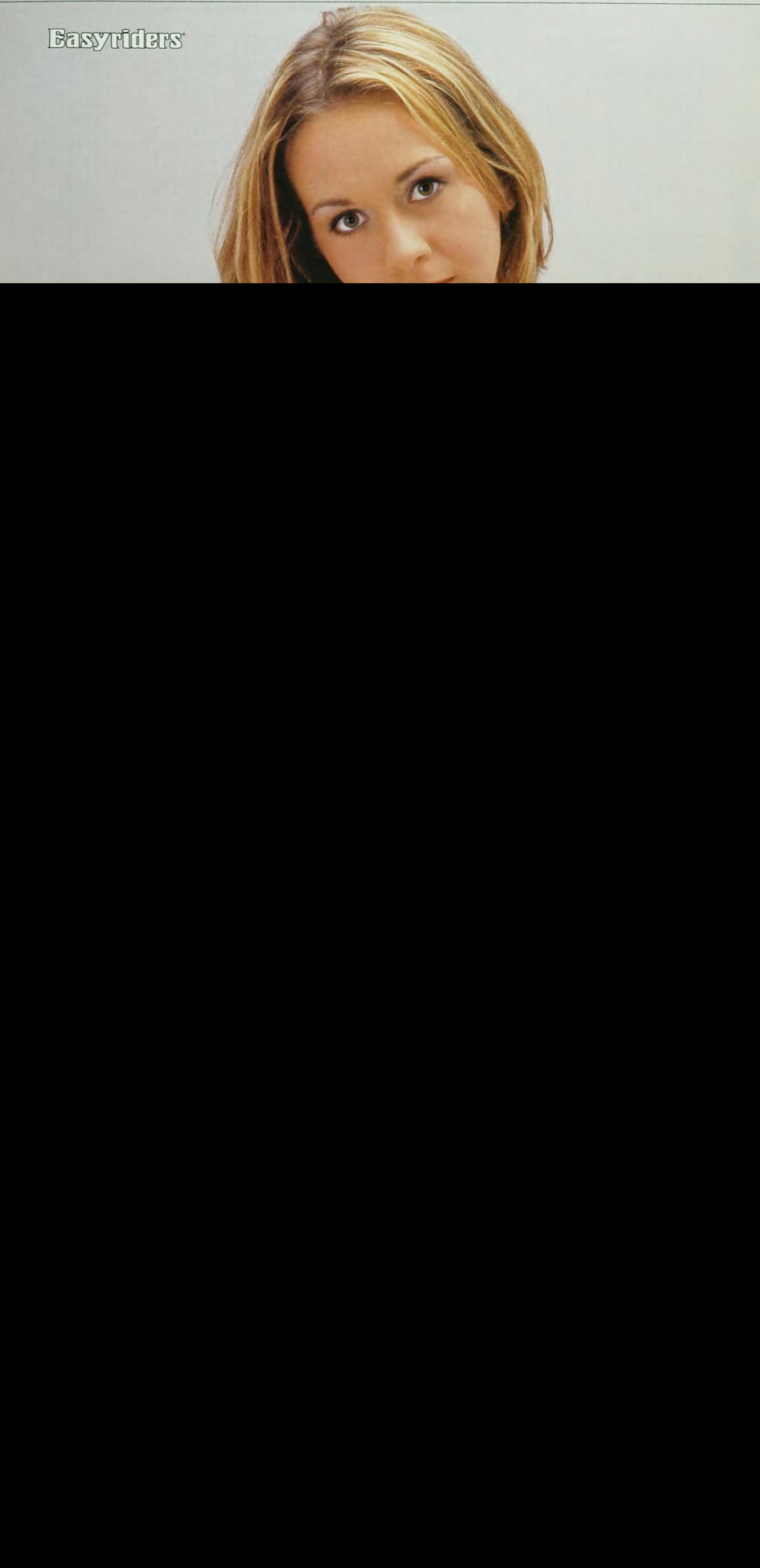
Easyriders

passin' gas

A blonde was driving home in the rain one night and got caught in a really bad hailstorm. Her car was covered with dents, so the next day she took it to a repair shop. The shop owner saw that she was blonde so he decided to have some fun. He told her just to go home and blow into the tail pipe really hard and all the dents would pop out.

So the blonde went home, got down on her hands and knees and started blowing into her tailpipe. Nothing happened. She blew harder and still nothing happened.

Her roommate, another blonde, came home and said, "What are you doing?" The first blonde told her how the repairman had instructed her to blow into the tail pipe in order to get all the dents to pop out.

The roommate rolled her eyes and said, "Uh, like hello! You need to roll up the windows first."

Bob Grinch
Ridgewood, New Jersey

One day a teacher had a taste test with her students. She picked a little boy to do the first test. She blindfolded him, put a Hershey's kiss in his mouth and asked, "Do you know what it is?

"No, I don't," said the little boy.

"Okay, I'll give you a clue. It's the thing your daddy wants from your mom before he goes to work."

Suddenly, a little girl at the back of the room yelled, "Spit it out! It's a piece of ass!"

Austin K.
Moorpark, California

Little Johnny came home from school one day and found his pet rooster dead in the front yard. It was stiff as a board, flat on its back and its legs were sticking straight up in the air.

When his dad got home, Johnny asked, "Dad, the rooster's dead and his legs are sticking straight up in the air. Why are they sticking up in the air?"

Unsure how to answer, his dad said, "Well, son, that's so God can pick him up by the legs and lift him straight to heaven."

A few days later Johnny's dad was rollin' in from work, and Johnny came rushing out yelling, "Dad! Dad! We almost lost mom today."

Startled, Johnny's dad asked, "What 'cha mean, son!"

"Well, dad, I got home early from school and went upstairs. I saw mom flat on her back with her legs in the air, screaming, "Jesus, I'm coming! I'm coming! If it hadn't been for Uncle Joe holding her down, we'd have lost her for sure."

Timothy Smith
Livingston, Texas

Dino came home drunk in the wee hours of the morning to find his pissed-off ol' lady waiting for him at the door.

"Out drinkin' again?" she started. "How much money didja spend this time?"

"I dunno—two, maybe three hundred bucks," he replied.

"Two, maybe three hundred dollars!" she shouted. "How can anyone spend that much in one night out?"

"Easy for you to say," said Dino. "You don't play cards, ya don't drink and ya have yer own pussy."

David Chance
Ogden, Utah

Mr. Jones gets a call from the hospital. They tell him his wife's been in a terrible car accident. He rushes to the hospital, runs into the ER and says his wife's been in an accident. They tell him Dr. Smith is handling the case. They page the doctor. He comes out to the waiting room to see a terribly upset Mr. Jones.

"Mr. Jones?" the doctor asks.

"Yes sir, what's happened? How is my wife?"

The doctor sits next to him and says, "Not good news. Your wife's accident resulted in two fractures of her spine."

"Oh, my God," says Mr. Jones. "What will be her prognosis?"

Dr. Smith says, "She'll have no motor skills or capability. This means you will have to feed her."

Mr. Jones begins to sob. "And you'll have to turn her in her bed every two hours to prevent pneumonia."

Mr. Jones begins to wail and cry loudly.

"Then, of course," the doctor continued, "you'll have to diaper her, as she'll have no control over her bladder and of course these diapers must be changed at least five times a day."

Mr. Jones begins to shake as he cries, sobs and wails.

The doctor continues, "And you'll have to clean up her feces on a regular basis, as she'll have no control over her sphincter. Her bowels will engorge quite often I'm afraid. Of course you must clean her immediately to avoid accumulation of the putrid effluent she'll be emitting regularly."

Now Mr. Jones is convulsing, sobbing uncontrollably and beginning to wither off the bench into a sobbing pitiful mass. Just then Dr. Smith reaches out his hand and pats Mr. Jones on the shoulder. "Mr. Jones, I'm just fucking with you. She's dead."

Rocky Meyerson
W. Palm Beach, Florida

Where's the best place to hide a booger?
In the relish jar.

B. Whitcomb
Palmdale, California

A woman who had been married for several years was growing more and more frustrated with her husband's lack of interest in sex. She wondered about ways to add some pizzazz to their sexual relationship and finally decided to purchase some crotchless panties she had seen while shopping.

One evening when she was feeling particularly desirous and he was, as usual, watching television, she took a shower, freshened up and donned her crotchless panties and a slinky negligee. She then strolled between her husband and the television and suggestively tossed one leg up on his chair arm.

"Want some of this?" she purred.

"Are you kidding?" he replied. "Look what it did to your underwear."

R. M.
W.P.B., Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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Owner: David Easter
City: Des Moines, Iowa
Fabrication: All American Choppers Co.
Model: 2005 Godzilla
Time: 8 weeks
Chroming: National Metal Finishes

ENGINE

Year/model: 2005/Ultima El Bruto
Builder: Ultima
Displacement: 113 cubic inches
Cam: Ultima
Carb: S&S Super G
Pipes: Martin Bros.

TRANSMISSION

Year/make: 2005 6-speed/ Bob Dice Trick Shift

PAINT

Molding: All American Choppers Co.
Painter: All American Choppers Co.
Special paint: silver flake

FRAME

Year/make: 2005/RC Components
Type: hidden-shock
Rake: 45 degrees
Stretch: 2 inches up, 10 inches in the backbone
Shocks: Legend Air

ACCESSORIES

Bars: LA Choppers
Handlebar controls: Arlen Ness
Fenders: All American Choppers
Headlight: Arlen Ness
Taillight: All American Choppers
Pegs: Arlen Ness
Foot controls: Legend's Supreme
Electrics: All American Choppers
Gas tank: Independent
Oil tank: RC Components

Seat: Thrashers
Mirrors: Arlen Ness
Grips: Arlen Ness

Front end

Type: 63mm inverted, 6-degree trees
Extension: 8 inches
Triple trees: raked 6 degrees
Rebuilder: American Suspension

WHEELS

Hub: RC Components' Warlock Spinners
Size: 21-inch front/18-inch, 250 rear
Tires: Avon
Brakes: RC Components
Photos: Nate Ullrich

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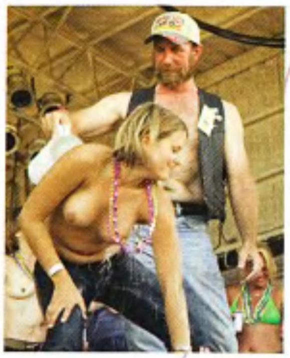
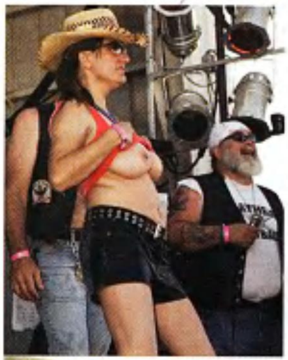
ABATE OF IOWA'S ANNUAL PARTY

THE 22nd FREEDOM RALLY IS COMING!

Every year, ABATE of Iowa puts on one helluva cool biker party and they're about to do it again on this coming June 30th through July 2rd. What's it like? Well, we sent our hard ridin' reporter, Natanic, to bring you all the goods on last year's run. Here's what he had to say. —Ed.

Last July 4th weekend marked the 21st Anniversary of ABATE of Iowa's Freedom Rally, and this bash blew away all the previous years' parties. It might've been the fact that the event had finally come of age, or the kickass weather throughout the majority of the weekend had something to do with it. But I'd bet the fact that naked ladies roaming about the park, and that there was cold, cheap beer at the beer barn probably played a good part in puttin' folks in a party mood.





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RIDERS WITH ATTITUDE

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HBS

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An estimated 11,000 biker folks were in attendance at the Rally at Freedom Park near Algona, Iowa, which was packed full of things to do. There was plenty going on with rodeo events like the sled pull, wienie bite and all the other typical biker games. There was a burnout pit, ride-in bike show, tattoo show, mechanical bull riding, a raffle for a 2005 Road King and tons of vendors selling all the biker necessities plus kick-ass food and cold drinks. Killer tattoo artists were also on hand to cover your body in ink.

Seventeen different national and regional bands played on the main stage throughout the weekend. The music included Great White, Eric Sardinas, Buffalo Alice, Midnight Express, and Crow, just to name a few.

After it was all said and done, the 21st Annual Freedom Rally proved to be another huge success. The folks from ABATE of Iowa bust their balls all year long to prepare and make changes to the park for the following year's party and they're all volunteering their time and services for the good of ABATE and what ABATE has done for motorcyclists who are riding lid-free throughout the state of Iowa. So keep in mind at this year's rally that entrance fees all go towards the fight for our rights as bikers, and all the vendors at the park are also supporting ABATE and, in turn, supporting our fight.

For information on the upcoming 22nd Annual Freedom Rally on June 30 through July 2, 2006, go to the Web site at www.abateiowa.org. *—Natanic*

Photos: Nate Ullrich

Scott gets happy with Brokeback boobies. *—Ken Morse, Glencoe CampResort, Sturgis, S.D.*

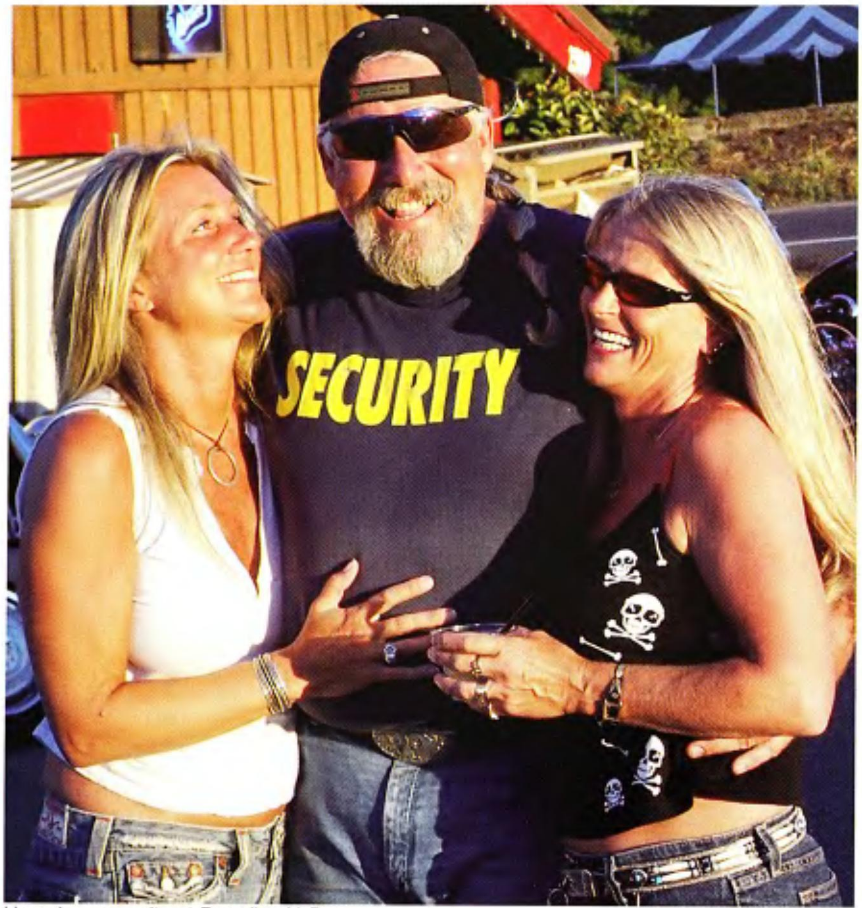
Robert in Needles, Calif., gettin' his kicks... *—Stephanie Azevedo, Lake Havasu, Ariz.*

This is how we roll. —*Les Holt, La Porte, Texas*

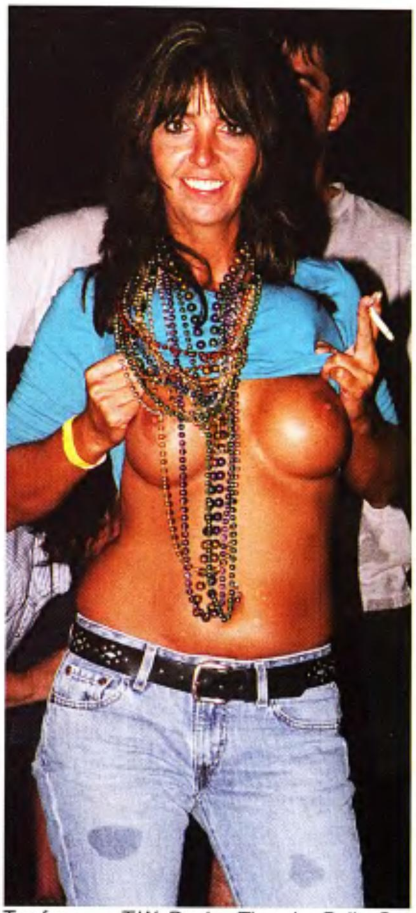
I'd be smilin' were I him. —*Chris Stevens, Harley Rendezvous, N.Y.*

Good times in da Badlands. —*Mike and Jo Arnett, W.Carrollton, Ohio*

Who needs an RV? —*Alan Blackwell, Virginia Beach, Va.*



Homeboy security at Paradise H-D. *—G.B. Pottle, Molalla, Ore.*

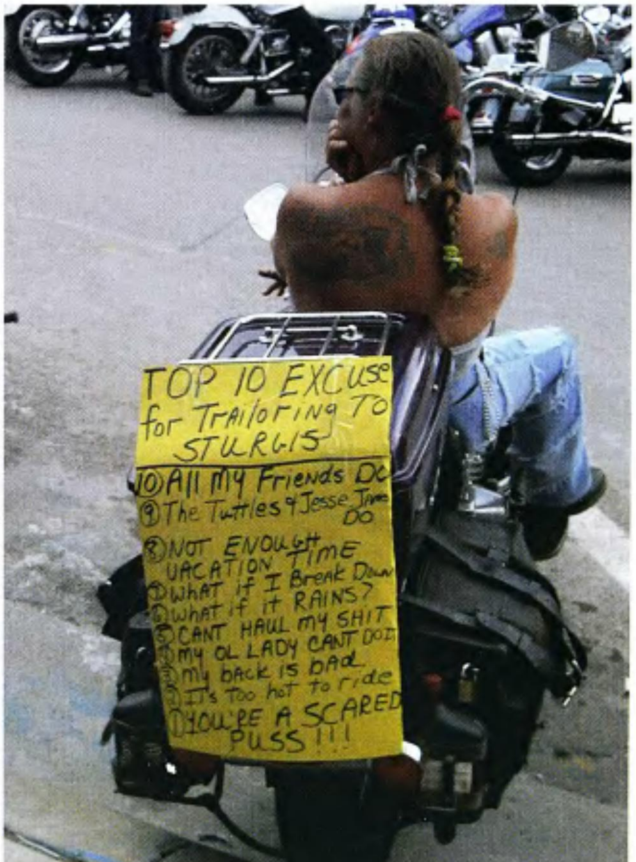

Tan fan. *—T.W. Banks, Thunder Rally, Ga.*

Softailin' it in the Show Me state . *—Sparks, Independence, Mo.*

Oooh-rah rebels at Fourth of July, Hollister Run 2005. —*Ken Karagozian, Hollister, Calif.*

Looks like trouble... bring it! —*Scags, Mississagua, Ontario*

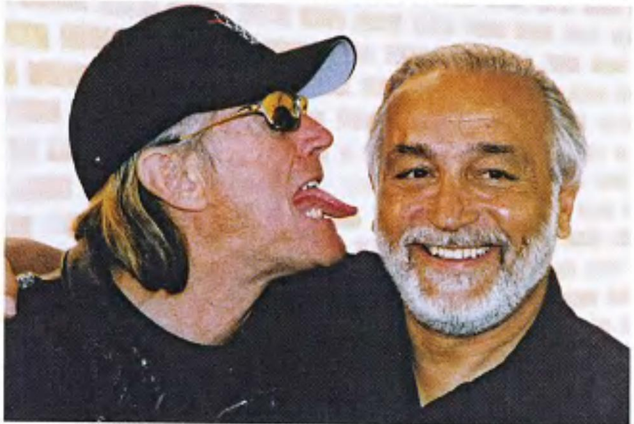
Insane Santa? —*Pam Warkins of Ron Wilson, Wichita, Kan.*



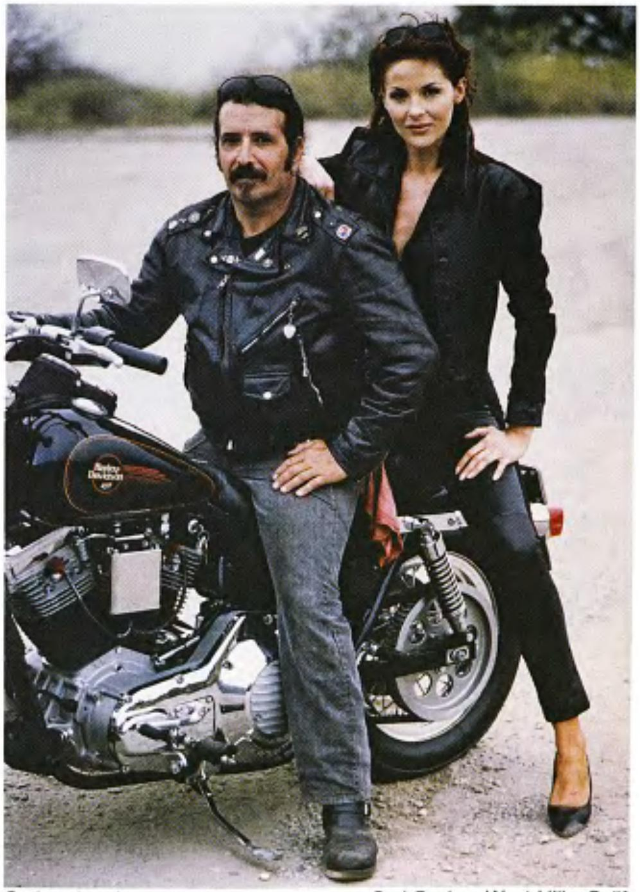
Trailer trash smak. —*Kathy Moreland, Waynesburg, Ohio*

Whoa, Nelly! —Mike Walsh, Plain, Wis.

Headlock hooligans. —Vic Pecorino, S. Padre Island, Texas



You can't lick Ollie! —Terry Bert, Love Ride 22, Glendale, Calif.

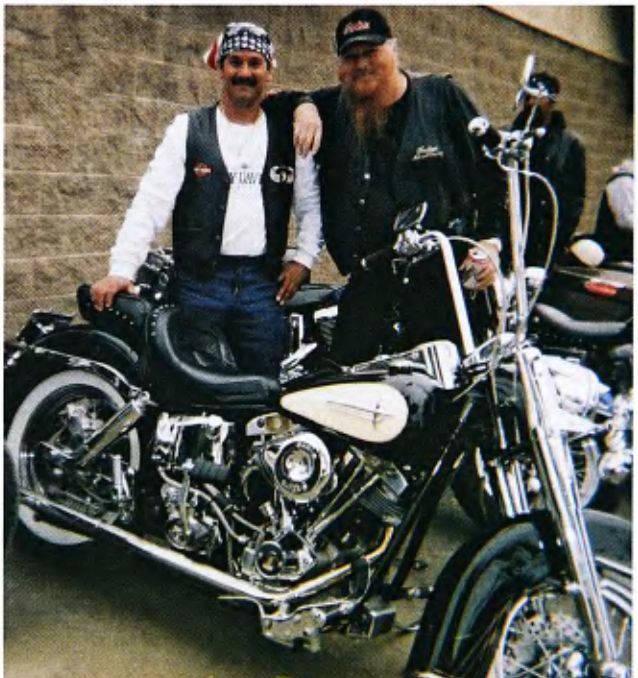


Carl and cutie. —Carl Casino, West Hills, Calif.

The high-priced spread. —*Pat Bonish, Milford, Mich.*

Dyna Glidin'. —*Katmandu, in the Florida Keys*

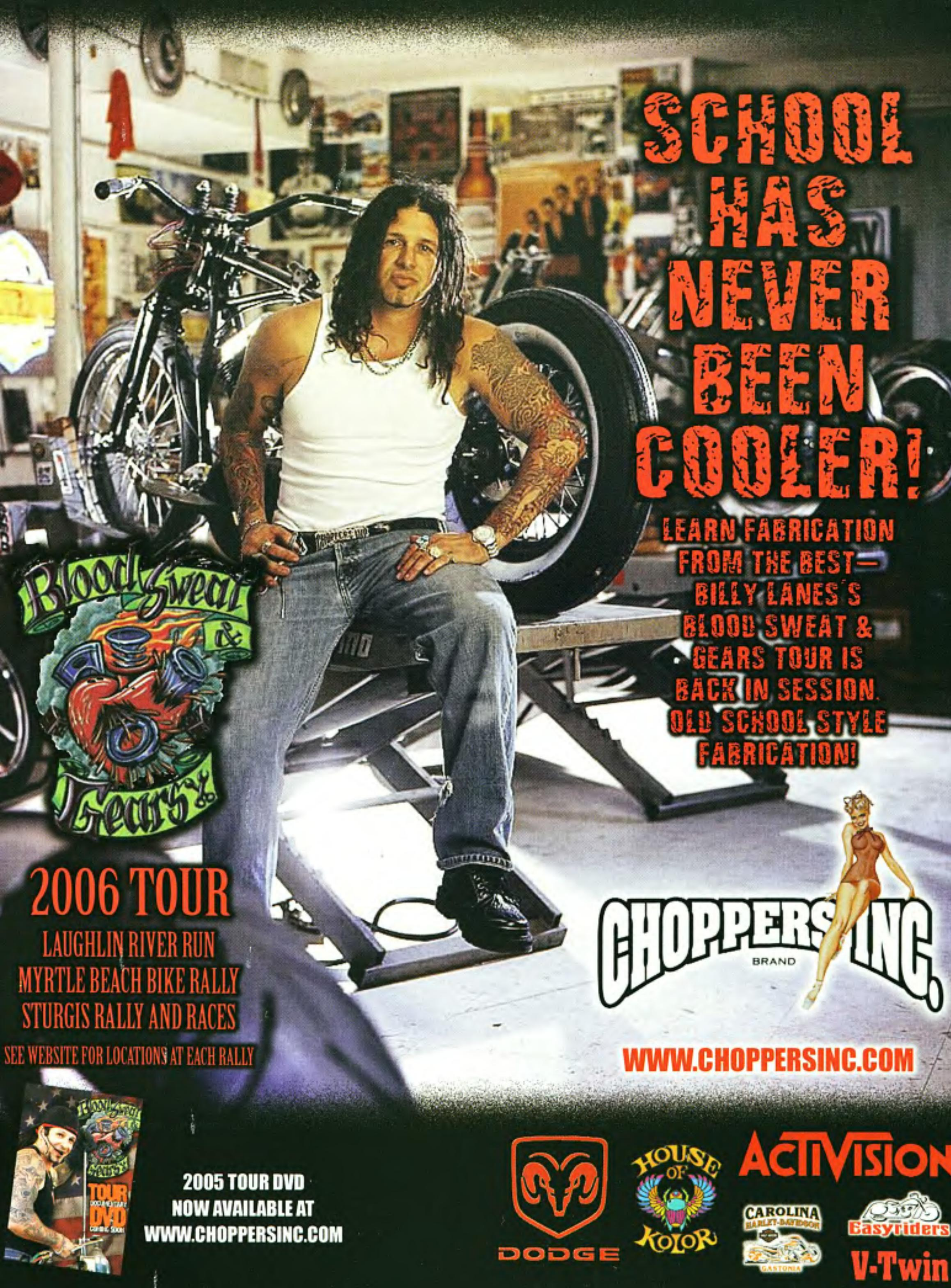
Ouch, ouch, ouch, ouch! —*Stripe, Sparks America, Okla.*



Mickey, shovel pal at ABATE of Calif. —*Mario Joven, Porterville, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

"You're staring at my big nose, aren't you?"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The Company Car

JEFF'S HOT ROD

Jeff Cochran, of Sucker Punch Sallys, says he built this bike to tool around Daytona last year. He calls it his company car, his work truck and it was styled around the bikes his father, brother, uncle and grandfather used to ride. "Strictly what I knew and strictly old-school." That's right, Jeff is a third generation rider and builder. He and partner Donnie Loos were friends for years before starting Sucker Punch Sallys in the rolling flatlands of Ohio, in Miamitown, north of Cincinnati.

According to Jeff, Sucker Punch Sallys (SPS), "Started about three and a half years ago, with a consistent theme. Since I started the company I've only built one 250-tire long bike and that was because I lost a bet. I just don't like that stuff too much. I like the agility of no rake, no stretch, just like an old straight leg panhead. Visually it is what I like and physically it is what I like to ride."

Before they started the company, Jeff says he built a bike that appeared in a magazine and from that he got 500 calls from people that wanted that exact bike. It wasn't much different from this one. He decided if there was that much demand, he was going to put them into production.

Jeff began this bike with one of their SPS frames, and mounted a reproduction springer from V-Twin Mfg. The panhead engine is a 93-inch from Accurate

Engineering, so you know it's no slouch. Since he wasn't running a front brake, he overcompensated with a dual caliper Performance Machine in the rear. To hedge that bet, he went with a 17-inch rear rim from Black Bike and a SuperMoto Avon tire, which he says handles really well, and is sticky as hell. Even with the jockey shift, second-gear wheelies are assured.

The dogbone risers were copped from V-Twin Mfg. and Jeff says that most people don't realize that under the chrome they're made of brass; if you strip it off and polish them, you get a nice finish. When he is running apes with these risers he pins them with 1/4-20 bolts, because "otherwise they'll end up in your lap if you do a wheelie."

Jeff built the seat brackets, fender struts, top motor mount and assorted brackets out of 9/16 steel rod, bending it with a torch and had them chromed at Brown's Plating. He also hand made the mirror, mounting it on the springer, down low. He didn't like the way that

the Paughco "804" tank he had sat on the top bar, so he cut out the tunnel and dropped it 1 1/2 inches to give it a sleek, hot rod look. The oil bag was spun by Mooneyes and SPS's fabricator Kevin cut the brackets for it with a water jet. They also fabricated the shotgun pipes out of stainless and polished them.

Brandon Armstrong of Armstrong Design did the paint and Jeff says that while he's still a young kid, "he is super creative, has a good head on his shoulders and is really good at painting." Brandon calls this particular flame job a "Cincinnati" Mid-Western style. The House of Kolor Kandy Red with gold flames nicely complements the black rims and the little bit of chrome. The leather seat was hand tooled by Lance Oscarson, of Seats By Lance, from a design by tattoo artist Dana, of Dana's Tattoos, www.danatattoo.com.

Jeff and Donnie are very dedicated to building bikes that the working man can afford. They offer rolling chassis with many options, all the way up to painted, complete bikes. While tooling around their Web site we noticed that they have another passion. They have devoted almost as much space to their love of animals as they have to their bikes. Beverly, Jeff's wife, is the webmistress of the SPS Web pages and she writes, "People tell me that we can't save 'em all. I disagree." We found a link there to Pet Finder that we'll pass along. It's www.petfinder.com. Now go out and adopt a mutt. Every biker should have a dog.

Call 513-353-2803 for more info, or visit www.suckerpunchsallys.com.

—Kit Maira

Owner: Jeff Cochran
City: Miamitown, Ohio

GENERAL
Fabrication: Jeff Cochran
Year/make: 2005 Sucker Punch Sallys
Model: Hot Rod Pan
Assembly: Jeff Cochran
Time: 1 month
Chroming: Brown's Plating

ENGINE
Year: 2005
Builder: Accurate Engineering
Displacement: 93 cubic inches
Cam: Accurate Engineering
Carb: S&S
Air cleaner: Goodson/Irish Rick
Ignition: Mallory
Pipes: Jeff Cochran

TRANSMISSION
Year and Make: Midwest
Shifting: 4-speed jockey

PAINTING
Painter: Armstrong Design
Color: Kandy Red
Type: House of Kolor
Special paint: flames

FRAME
Maker: Sucker Punch Sallys
Type: rigid
Rake: 30 degrees
Stretch: 30 degrees

ACCESSORIES
Handlebars: Sucker Punch Sallys
Risers: dog bone
Handlebar controls: Sucker Punch Sallys
Fender: Sucker Punch Sallys
Headlight: bullet
Taillight: owner
Speedo: Drag Specialties
Pegs: Sucker Punch Sallys
Electrics: Sucker Punch Sallys
Foot controls: Sucker Punch Sallys
Gas tank: Paughco
Oil tank: Mooneyes
Oil system: Accurate Engineering
Seat: Seats by Lance; www.seatsbylance.com
Mirrors: Sucker Punch Sallys
Grips: Sucker Punch Sallys

FRONT END
Type: springer
Builder: V-Twin Mfg.

WHEELS FRONT
Size: 19-inch
Hub: Star
Rim Width: 2.15 inches
Tires: Avon

WHEELS REAR
Size: 17-inch
Hub: billet
Rim Width: 5.5 inches
Tire: Avon
Brakes: Performance Machine
Special Thanks: Brandon and Dana
Photos: Michael Lichter

Steffanie Seaver, noted researcher and columnist, focuses on health and sexuality issues affecting today's men and women.

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Ask The Expert

"HUNG" JURY?

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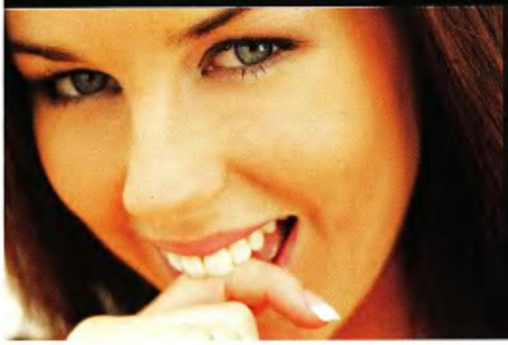

Q: *Dear Steffanie,*

For the past year, I've been having some confidence issues. It's really dragging me and my relationship with my wife down. I wanted to try some pills I heard about but I found out they can take 3 or more months to work. In your judgment, does anything work faster or better?

Jason M.
Manhattan Beach, CA

A: Well Jason,

The verdict is in and I just happen to have the perfect answer to boost you, and your confidence, while giving your wife the time of her life…repeatedly!

For months my fiancé was feeling the exact same way you were and then, one night, we had the most phenomenal sex, EVER. I had never seen him more excited and powerful. He took control right from the start and the feelings we shared together were totally mind-blowing. And, here's the best part, every time since that night, he just keeps getting better and better. It's amazing! I can't get enough of him now!

Finally, the other day, my curiosity took over. I had to know what brought about this drastic change. So, I asked him. To my shock, he handed me a tube of Maxoderm™. I just didn't believe this product Maxoderm was actually making him feel fuller, harder, and way more vigorous. I did a little research and was surprised by what I found.

Maxoderm IS Sexual Performance. It's the only all-natural, fast-acting topical lotion designed to instantly enhance erection quality and firmness, while intensifying our orgasms for the ultimate sexual experience. Don't be fooled by the companies selling those "miracle" sex pills claiming to enhance size 3 - 4 inches. As little as 5% of the pill actually makes it into your system. To my intimate knowledge, Maxoderm's targeted delivery system immediately and effectively reaches the desired area directly upon application, maximizing absorption, resulting in a performance to be proud of each and every time. I am a huge (and grateful) fan of Maxoderm. And, trust me, I know my fiancé is too!

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Delightfully Yours,

Steffanie Seaver

Steffanie Seaver

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—John R. MacKenzie, Executive Vice-President, Barmensen Labs

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Meet February's Winners

Life's all about second chances. Take your February Fox Hunt winner, Sanny, as an example. She sent her photos in and...we misplaced them. She sent them in a second time and we found the first batch, kicked ourselves in the ass, then showed Sanny to our readers and you all made her the winner. We flew her down south to shoot with our Floridian photographer, Don Rogers, aboard Eddie Alburquerque's Unique Custom Cycle. This was also Eddie's second shot at being in the mag, this time not our fault. If these pictures aren't enough for you, you can check out Sanny's Web site at www.sannyaung.net. And for all of you beautiful biker babes out there, we are doubling up on the Fox Hunt winnings! That's right, now you can win $1,000 when chosen as our Fox Hunt winner. See Page 86 for details and send us photos of your sexy self today. *—Big Daddy*

Ashley—California

#0701

"Unfortunately, I'm still waiting for my first ride. I'm really looking foward to my first experience and would be VERY appreciative."

April—Virginia

#0702

"I've ridden on all kinds of bikes, but not one of them makes my piercing vibrate like when I'm riding on the back of a Harley."

Win $1,000!

Jenna—Wisconsin

#0703

"It was like a roller coaster ride. It was amazing. I felt so free and excited...what a rush."

Jennifer—North Carolina

#0704

"I felt so sexy and I loved every wonderful minute of it!"

Lisa—Virginia

#0705

"My first ride was the most incredible experience of my life. I can't go into all the details, but I know it may have been better if we had ever left the garage."

Nancy—Canada

#0706

"My first ride lasted 5 seconds. I crashed my Sporty right into my neighbor's house. Seriously. Smacked right into it. I ride much better now."

Ladies, make $1,000 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*. We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $300 for sending in the winning photo; the cutie gets $700 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $1,000). We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel and maybe, even a ride on one of our custom bikes. You may now also enter online! Go to our Web site at www.EASYRIDERS.com for details.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging by the staff will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's drivers license.
3. A photograph of the model holding the signed release form and her drivers license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos (please submit at least three to five) must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum). Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #397*Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2006. The voting deadline for this month's crop of cuties is June 30, 2006. We'll announce the winner in the November 2006 issue.

Here she is, boys, your March Fox Hunt winner, Jeni, from NorCal (No. 0303). Her entry photo was flaming hot—at least the chair was—and her shoot with Mike Chase was even hotter. See next month's issue to find out.

397

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Nickell's Custom Goes Long

One-Off One Step Further

In another story of a nice hobby turning into a booming business, just about a year back now Jeff Nickell opened the doors to Nickell's Custom Bike Design in Lodi, California. "I actually built this bike about two years before that, though," he says, "back when I was splitting time between helping my father in his construction business during the day and making motorcycles at night." Making lots of motorcycles at night, as it turned out, all of them wild one-offs like this ultra swoopy rigid. "It's just a style I like," Jeff says, likening it to a take-off on the Martin Bros., "but bringing it just that one step further." Speaking of

which, since this one rolled out of Jeff's shop he's been doing a lot of similar styled bikes but with air-suspension, dropping them right down onto the ground. "That seems to be what people want from me now," he says. "At least that's what I'm getting asked to do."

Everything on a Nickell's bike is hand made. Jeff makes his own frames, he makes his own fenders, exhausts, the handlebars, the gas tanks and the oil tanks. The list goes on. This time, it even includes the complete front end. Jeff made everything up there himself and the tubes are completely solid. No suspension. "But with this much rake and extension," he explains, "it makes no difference at all. Think about it. A conventional set of fork legs filled with oil and springs and then set at 60-plus degrees wouldn't do anything different. At this angle they'd end up working just like this one." Jeff fab'ed up that wild and way-out-there front end using some super-long lengths of 2 1/2-inch heavy-wall tubing, tapering it to size.

"On all my bikes," he goes on, "I generally make all that kind of stuff. I don't let anyone else do anything when it comes to the building." Hands-on all the way, Jeff specializes in some pretty intricate work. He's self-taught, too, picking up his obvious metal-moving skills over the years by first working with his father and then doing the deed in the hot rod field. "But I love building the bikes," he says. "They're much more fun to work with and definitely more fun out on the street." This time the fun gets pushed along with a 113-inch Ultima and matching 5-speed. Dave Granado at Auto Restorations gets credit for the striking red and silver over the equally striking Nickell's Custom sheet metal—a combination of color, style and exaggerated curves nicely set off with a wicked looking set of Weld Wheels. "Since these pictures were taken, though," Jeff tells us, "the bike's changed color. A new owner wanted a new look so we gave it to him."

Nickell's Custom Bike Design (209-333-3879; nickellscustoms@sbcglobal.net) is getting lots of those new owners lately, and based on the in-your-face impact of this one there's little wonder why. One-off taken to the next level will gain a following, as Jeff Nickell has found out.

—Joe Kress

Owner: Jeff Nickell
City: Acampo, California

GENERAL
Designer: Nickell's Custom
Fabrication: Nickell's Custom
Year/make: 2005 Special Construction
Model: hardtail
Assembly: Nickell's Custom
Time: 2 months
Chroming: San Joaquin Chrome

ENGINE
Year: 2004
Rebuilder: Ultima
Displacement: 113 cubic inches
Ignition: Dyna S
Cam: Ultima
Carb: S&S, Super G
Air cleaner: S&S
Pipes: Nickell's Custom

TRANSMISSION
Year/make: 2004 Ultima
Shifting: 5-speed

PAINTING
Painter: David Granado, Auto Restoration
Color: Red/Silver
Type: House of Kolor

FRAME
Year/make: 2005 Nickell's Custom
Type: rigid
Rake: 63 degrees
Stretch: 6 inches out, 2 inches down
Shocks: none

ACCESSORIES
Handlebars: Nickell's Custom
Handlebar controls: Harley-Davidson
Fenders: Nickell's Custom
Headlight: Headwinds
Taillight: Drag Specialties
Speedo: none
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: Nickell's Custom
Oil tank: Nickell's Custom
Seat: Seat Works
Mirrors: none
Grips: Accutronix

FRONT END
Type: custom, 16-inches-over
Builder: Nickell's Custom

WHEELS
Make: Weld
Size: 21-inch front, 18-inch rear
Tires: Avon, 280 rear
Brakes: J&P Brake
Photos: Rick Hustead

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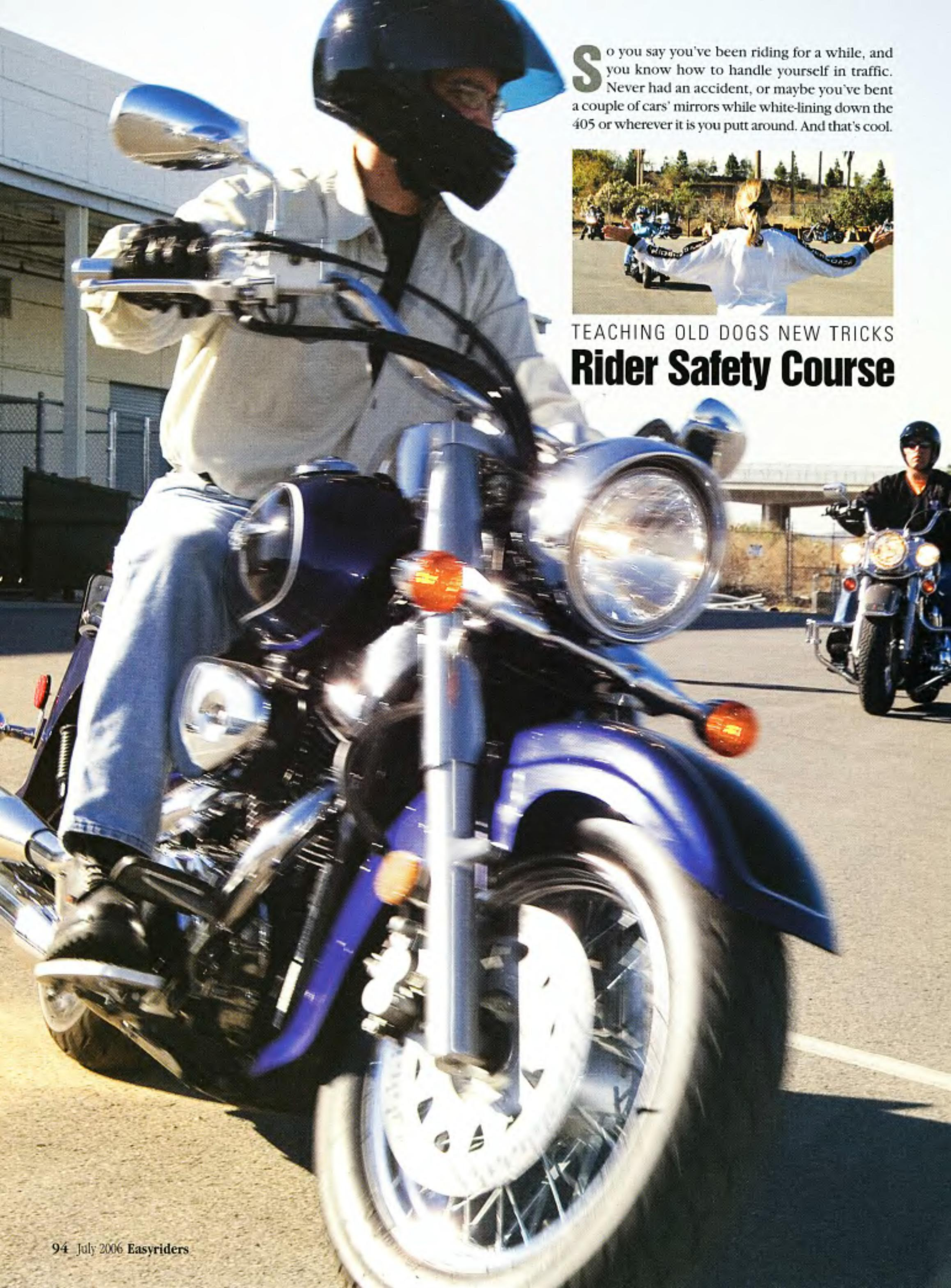

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But if you like your life and want to ride until they literally have to pry you off your machine, you might want to become aware of the increase in motorcycle-related deaths in recent years. In particular, of the fact that of the 60% increase over the past five years, according to an April 2003 report from NHTSA, a full 1/3 befell the group of middle-aged riders on high-powered motorcycles.

In fact, for 2004, the NHTSA reports that of the total 4,008 motorcycle fatalities, 2,346 dead riders (or 58%) were above 35 years of age. Those presumably were the ones with the most experience, although all of us know that with today's popularity of motorcycles in general and cruisers in particular, there are more weekend warriors out there than there ever has been.

Which brings me back to my original point: it doesn't matter how long you've been in the saddle or how many miles you have under your butt, it's never too late to learn something new, or, if you insist you know everything, to freshen up some of that knowledge.

Accordingly, rider safety programs have become the thing to do of late, not only because usually you'll get a better insurance rate upon completion of the program, but also because it just makes sense and in some cases is required by law.

We attended one of those courses for advanced riders in Corona, California. Given by Ride Rite Motorcycle Training based in nearby Norco, this course was open to anyone who had a motorcycle and some experience on it. The instructors, Vaughn Given and Allison Getty (no relation to Paul), proved to be a knowledgeable duo who kept the dozen or so students busy riding, learning and even chuckling on occasion.

Ride Rite uses printed manuals and "rider classroom cards" published by the MSF as instructional aids to illustrate whatever point it is the instructors want to get across. For starters, there's T-CLOCS, a simple acronym designed to help you remember everything you should check on your bike before you head out: Tires and wheels, Controls, Lights, Oil, Chassis, and last but not least the Sidestand. Subsequent terms and slogans are the Ladder of Risk, Rider-Radar and the Safety Oval, just to mention a few items a good rider should be aware of.

But the main focus of the course was the art of riding itself. After each chapter in the handbook or card was discussed, one of the instructors—usually Allison, since she was easier on the eyes of the mostly male class than Vaughn—demonstrated a riding technique relating to the discussed material. After that, the class, usually split in half for better student-to-instructor ratio, would practice until everybody had it down.

We're not talking about anything new that nobody had ever heard of. These were old hat to most of the students, but with a new approach. Surprisingly, all of the riders initially failed the cornering exercise. "Studies show that running off the road in a curve accounts for more than 40% of motorcycle fatalities," said Vaughn, "because riders fail to look ahead far enough to inform them of what's ahead and beyond the curve."

The students then had to ride along a pretend curve with the instructors standing at a certain angle to said curve and giving signals to the riders. As Vaughn pointed out, not one of the students initially seemed to notice the signals until the instructors made them aware of their failures. Even then, some of the riders took a while before they could get themselves used to looking farther ahead than what they'd been accustomed to. Old habits are indeed hard to break.

Other exercises included breaking, dealing with unexpected obstacles on the road, and even using the front brake and the correct use of the hand doing the braking. "A lot of riders only use a couple of fingers to activate the front brake," Vaughn explained, "and that could lead to some very costly mistakes."

Some of the riders were relatively new, like Virginia, who'd been riding her brand-new Honda Shadow for only about three months. "But I also took the beginner's course," she said, beaming with pride. "There's just so much that I didn't know, it's amazing."

Even old-timers concurred, like Ed. Taking the course with his Sportster, he said he'd been riding since 1962, while his buddy Larry, also on a Sportster, had been in the saddle since '65. "It's definitely good to have a refresher course," they both agreed. "No matter how long you've been riding, you can always learn something new."

And if the advice of old-timers like Ed and Larry doesn't mean anything to you, how about some more statistics? Ride Rite's Web site states that, "As of July 1, 2001, more than 200,000 motorcycle riders have been trained by the program's California Motor-cycle Training network. The program began operating publicly in July 1987. Since 1986, the number of annual motorcycle fatalities has dropped over 70% and motorcycle accidents also have declined more than 70%."

So, still think you're too cool for school? *—Kai R*

Ride Rite is one of many rider safety programs available around the country. For more information on Ride Rite, surf on over to www.riderite.net. For more info about motorcycle safety, visit the MSF's Web site, www.msf-usa.org.

Photos: Kai

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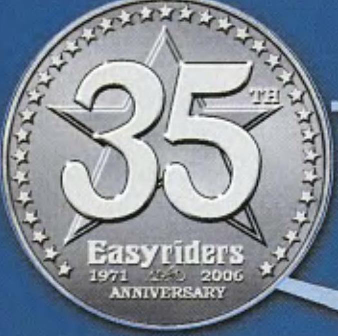

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Money To Burn

Unique's Bankroll Bike

Ya know how the smell of big dollahs always makes the ladies hollah? One whiff of this green machine will have 'em squealing like schoolgirls. Built by Eddie Albuquerque of Unique Custom Cycles in Miami, Florida, there is no doubt this ride is all about da Benjamins. Eddie told us he had to throw a lot of jack to turn it out, but it was more than worth it because this is that one very

special project Eddie always wanted to build. There are many amazing one-of-a-kind tricks on this bike Eddie and crew call "Money To Burn."

Eddie really loves all the curves on this frame from Brighton, and so he decided to give it a bit of that South Beach beauty. Designing a remote controlled, air operated, "landing gear" kickstand was not the simplest task. It actually lifts the rear wheel off the ground in a three-point stance.

You could actually run this 220-plus horsepower supercharged TP Engineering mill through all six gears while it's on the kickstand. The little rollers on the landing gear allow Eddie to push the bike around the shop floor with the greatest of ease. Another cool feat of UCC's magic is the taillight/license mount that disappears magically whenever the ignition is switched off. Why you ask? Because Eddie can.

Money To Burn was entered in a build-off competition, and at the last minute, Eddie decided to build the radical headlight he calls the UCC "Mitsu." It was getting dark and with only two days left before the event, Eddie and his compadres scoured a nearby scrap yard where they acquired a hood from a Mitsubishi Gallant. At 10:00 p. m., the UCC crew began forming that metal into a truly unique headlight.

Since 1997, UCC has been turning dreams into realities and building rides that seem to defy description. Put some-

thing exciting between your legs and get on to Uniquecustomcycles.com and check the buzz.

Unique Custom Cycles is a four-man shop and a one-stop house of wonders where nothing comes easy until the rubber hits the highway. Eddie tells us that there are not many bike shops in South Florida where you'll witness sheet steel getting hammered into tanks, but you will at UCC. The number of shops building both domestic and metric custom rides is fewer still and that alone keeps the UCC crew busily sweating every last detail to turn out awesome motorcycle artistry.

Money To Burn is so clean that it fools a lot of people into thinking that it doesn't even run, but Eddie does shake his moneymaker and ride this green beast. Count on seeing him at the local Thursday bike night at Fuddruckers and Phil Peterson's Key West Poker Run. By the looks of this two-wheeled money shot, Eddie and his crew are ready to give all the big boys a run for the bankroll.

Our Fox Hunt Winner Georgia peach Sanny sure shook her lil' moneymaker for us, even though the poor scooter trash around here are a long way from havin' money to burn. *—Fondue*

Owner: Eddie Albuquerque
City: Miami, Florida
Fabrication: Unique Custom Cycles, Inc.
Model: 2005 Unique Custom Cycles
Time: 3 months
Chroming: Quality Plating

ENGINE

Year/Model: 2005/TP Engineering
Rebuilder: Arlen Ness
Displacement: 124 cubic inches
Cam: TP Engineering special grind
Carb/induction: Mikuni 45mm/ Magna Charger
Pipes: Martin Bros.

TRANSMISSION

Year/make: 2005 Roadmax 6-speed show polished

PAINT

Molding: Unique Custom Cycles
Painter: Unique Custom Cycles
Type/Color: House of Kolor/ Mother of Toilet Seat
Special paint: Unique Custom Cycles

FRAME

Year/make: 2005/Brighton Chassis Works
Type: rigid
Rake: 52 degrees
Stretch: 4 inches up, 8 inches back
Shocks: everyone who sees it

ACCESSORIES

Bars: RMCCC
Risers: RMCCC
Handlebar controls: Unique Custom Cycles
Fenders: Milwaukee Iron
Headlight: Unique Custom Cycles
Taillight: Unique Custom Cycles
Speedo: none
Pegs: Accutronix
Foot controls: Accutronix
Electrics: Unique Custom Cycles
Gas tank: Unique Custom Cycles
Oil tank: Unique Custom Cycles
Seat: Unique Custom Cycles/Daniel Pomares
Mirrors: none
Grips: Accutronix

FRONT END

Type: Inverted with hidden caliper
Extension: 10 inches
Triple trees: raked 6 degrees
Builder: American Suspension

WHEELS

Hub: RC Components custom spinners
Size: 21-inch front/18-inch rear
Tires: Avon
Brakes: American Suspension front, Exile rear
Photos: Don Rogers

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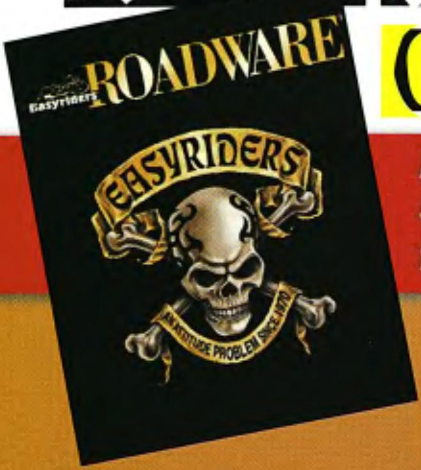

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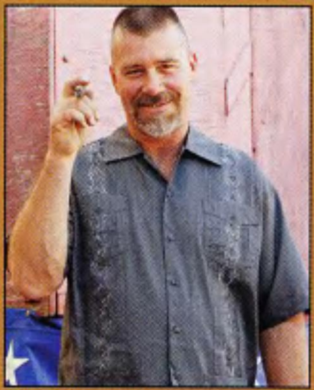

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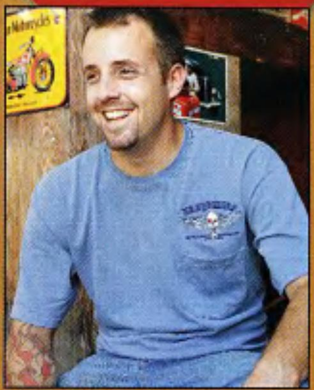

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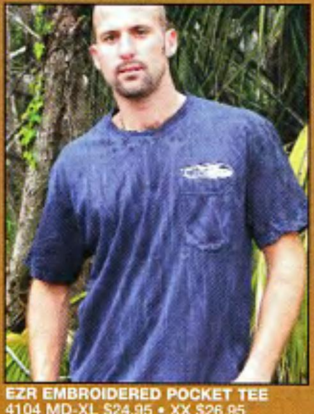

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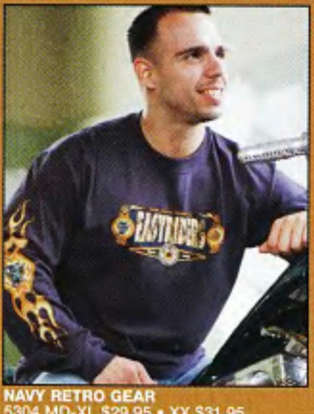

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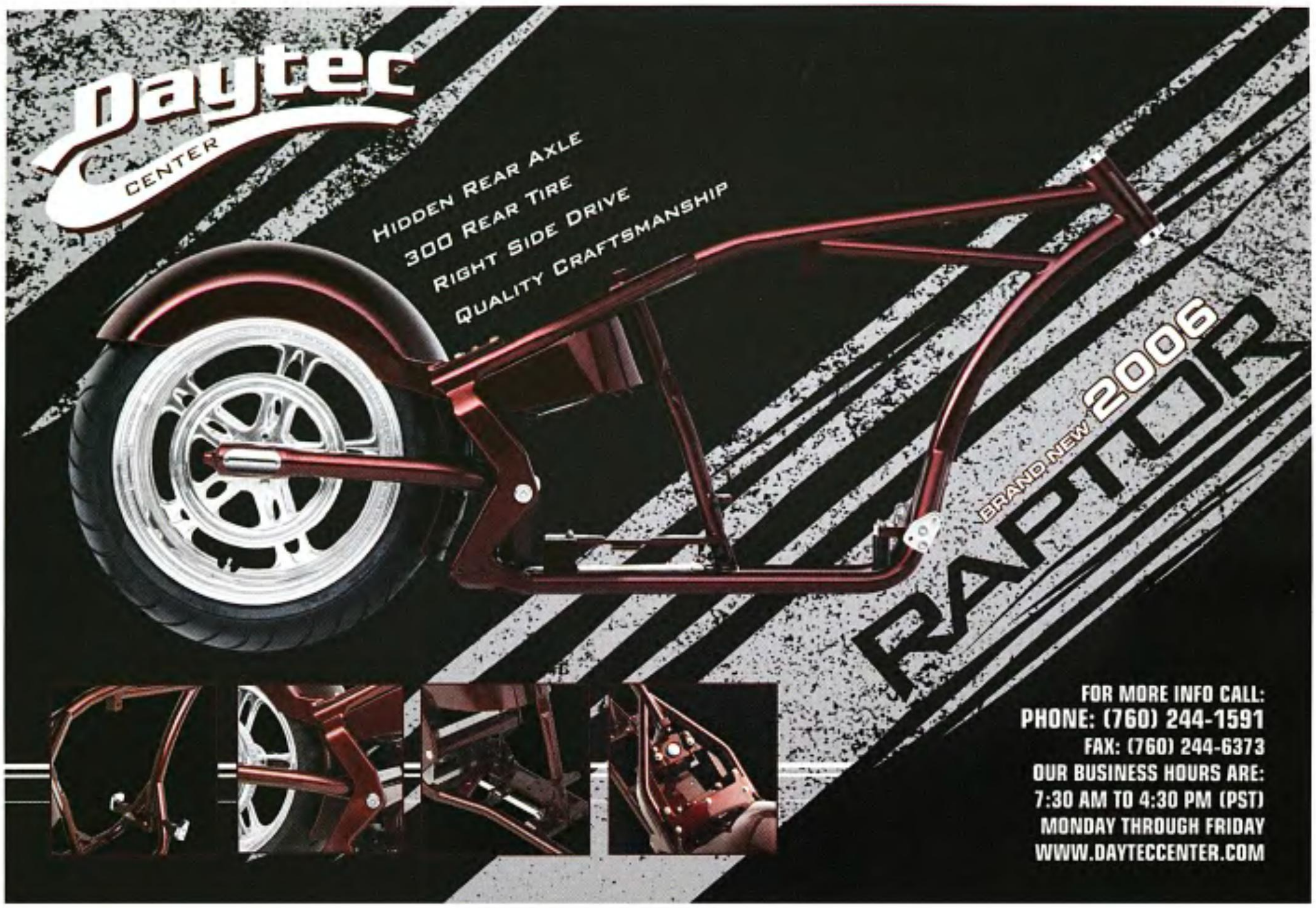
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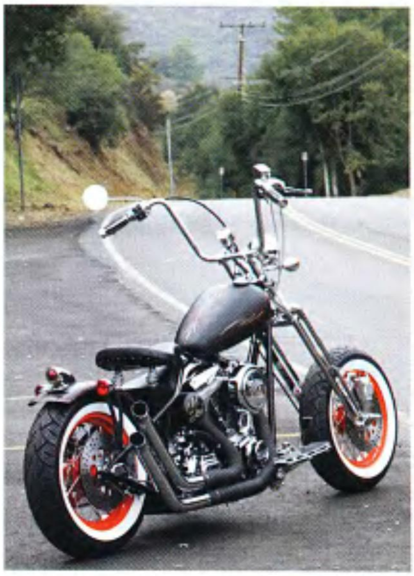
IT'S NOT JUST A BIKE, IT'S A LIFESTYLE

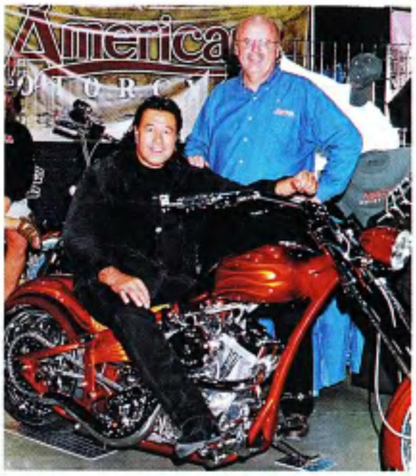
American Motorcycle Company

The American Motorcycle Company (AMC), one of America's motorcycle companies during what's commonly referred to as "the golden age of motorcycling" (meaning the early 20th century), has been reborn, grandfathered in, so to speak, by the triumvirate of Murray Smith, Bob Page, and Branscombe Richmond. It was re-introduced to the world at last year's Sturgis rally.

All three men have one connection: Indian Motorcycles during its last stand in Gilroy, California. In July of 2004, a London-based private equity firm called Stellicam, that owns Chris-Craft boats as well as an Italian soccer team, bought the Indian trademark along with what is called "related intellectual property of America's oldest and most iconic motorcycle brand," according to the company's press release.

Smith is a businessman who, in 1998, backed by some Canadian investors, had paid $22 million in cash to buy the





Indian trademark out of receivership and became its CEO. He is also fundamental in purchasing the licensing to AMC, according to Page, and remains a silent partner in this current venture. Page, a trademark builder with almost 30 years in the garment industry was Indian's marketing expert—a role he also fulfills at AMC. Richmond is an entertainer and entrepreneur who was Indian's spokesman and a senior vice president. He currently is AMC's most visible and ubiquitous promoter.

AMC is an old motorcycle company that, according to Page, "Was founded in 1902 and only existed until 1922. It was known as a manufacturer of board track racers, but the thing that's amazing is that there are very few American motorcycles still around. There's a couple on the East Coast, but I've had a real tough time finding one. I'd love to find one."

In contrast to Indian Motorcycles and because of the old warrior's fate, the partners' approach to AMC is quite a different one. Lessons learned include the

Photos: American Motorcycle Company

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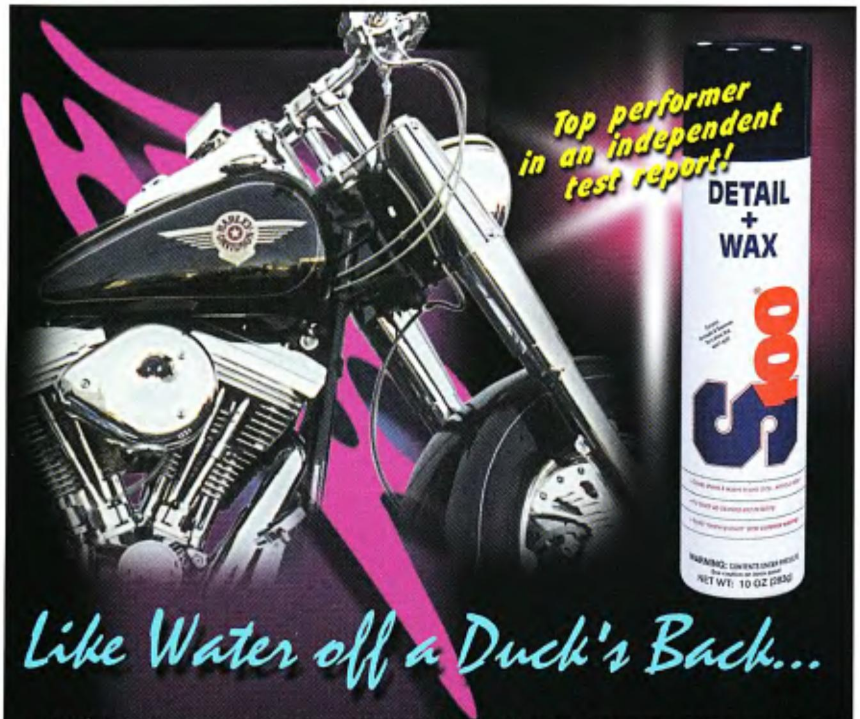

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"If you hadn't worn a t-shirt that dissolves in water, you wouldn't have won this contest."

misconception that it's feasible to invest huge sums of money into a proprietary engine, for instance. "We make our own rims and wheels and we do our own billet engraving and things of that nature," Page explains. "The other side of the coin is that we use S&S engines and Baker or Trickshift transmissions, depending on what we're building. But when it comes to billet parts, we have our own CNC machines and we're trying to come up with our own components to set them apart."

Explaining what's different about their company, Page adds, "We put in about three times the hours in wiring our bikes than you might do with a Big Dog or any of the production guys. We run stainless lines everywhere. We don't run rubber. We run higher-end components and quality product in terms of fit and finish. We powdercoat all of our frames and don't just use black frames. The frames are built by Frame Works in Glendale, Arizona, to our specifications."

In general, an AMC bike is a licensed product actually manufactured by Tony Abbruzese's Carefree Custom Cycles in Glendale, Arizona. "We get heavily involved in the beginning in the creation and development of the product and the concept of the types of products we want to bring to market," Page says.

By resurrecting AMC, Richmond and Page want to tap into what they feel is a viable niche market with customers wanting to share in the lifestyle of a well-to-do, upwardly mobile consumer segment eager to shell out anywhere between $25,000 for AMC's reasonably priced model, the Old-School Bobber, and upwards of $60,000 for the exclusive and limited-edition (only 50 are built) Renegade SE. The high-end bike is named in homage of the *Renegade* TV series which ran from '92 to '97, and in which Richmond played Lorenzo Lamas' sidekick Bobby Sixkiller.

There is, of course, a Bobby Sixkiller model, too. It's a 300 Pro-Street with an 111-cubic-inch S&S mill, a Trick Shift right-side drive 6-speed tranny and a sidekick-reflecting price tag of only $47,000.

A Lorenzo Lamas motorcycle is planned for the end of this year. "We'll have one that's an actual bike from the show," says Richmond, "and Lorenzo is going to tell us what kind of bike he would like to see on the road. We also have some other celebrities that are going to come to the table in '07." Since no contracts have been signed as of this writing, there's no word yet as to whose limited-edition motorcycle might be

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offered in the future. Maybe a *Road Warrior* model? Hmmmm.

The concept and design part of any AMC bike is also one of the main tasks of Richmond. He is also the main reason for many of the Hollywood-related and Native American themes affixed to some of AMC's models, such as the Choctaw Chopper or the Apache Bagger. "I'm an Aleut, a Pacific Northwest Native American," Richmond says. "I also sit on the tribal counsel of the Latgawa tribe out of [Rogue Valley] Oregon. Besides that, what we're trying to do is something I've started at Indian Motorcycles, and that is to help the first peoples of America."

To put a price tag on an AMC bike is to misunderstand the concept. "It's much broader based in terms of what it is," says Page. "American and Motorcycle are two words that are generic unto their own, and the thing that we like about the brand and the marque itself is that it wraps itself around the terms Americana and motorcycling and the lifestyle and the culture that relates to both."

Which is where you, the consumer, come in, not only by purchasing an AMC bike, but also by joining AMC's version of H.O.G. meets Hollywood. As part of the lifestyle concept Page and Richmond have come up with, they have created what they call their "Motorcycle Mafia," a group of riders consisting mostly of Hollywood celebrities. "We're a bunch of guys that like to go out and ride to assist foundations," explains Richmond. "We were sitting around one day and said, 'Hey, we're kind of like a mafia.' It stuck, and all those celebrities you see on our Web site are all fraternal brothers and sisters of the road. We're not illegal guys by any sense and we're not 1%-ers or anything like that. It's just a bunch of fun guys who like to get together for good reasons, and we're there to appear as celebrities to help a foundation like the Love Ride."

By joining up and riding with the likes of Richmond, Lorenzo Lamas, Peter Fonda, Mickey Jones, Jose Canseco, Mark Farner, and many more (yes, even some women, like Kathleen Kinmont and Barbara Moore), you get to actually share molecules with these celebrities, and, at the same time, do a good deed. And says Richmond, "You don't have to ride an AMC bike to be a member. It's all about the lifestyle."

To find out more about AMC bikes or the Motorcycle Mafia, click your way to www.amc1902.com.

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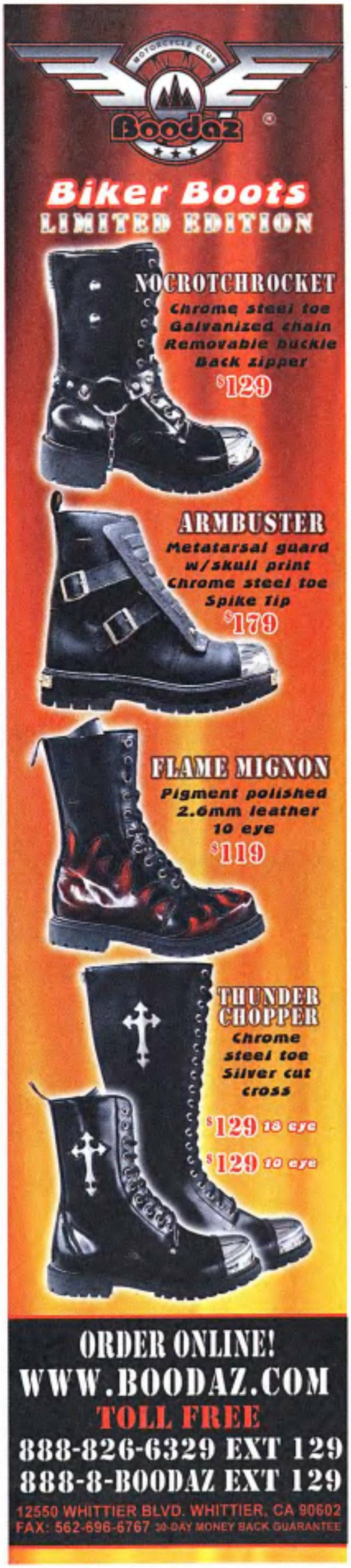
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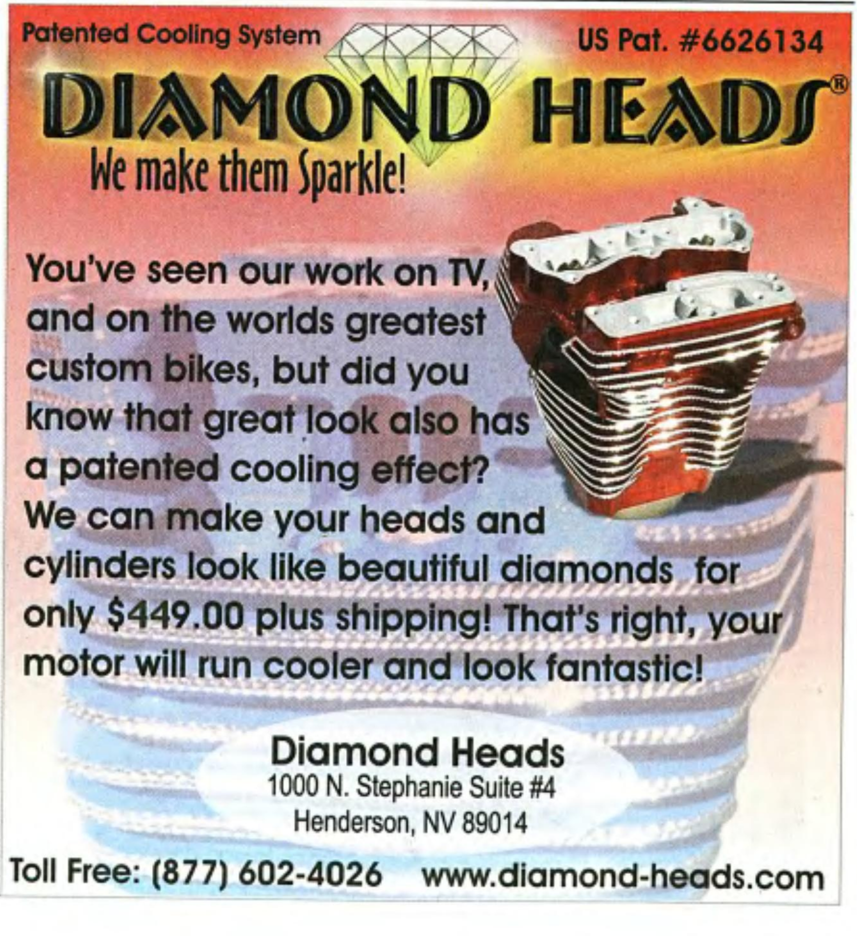
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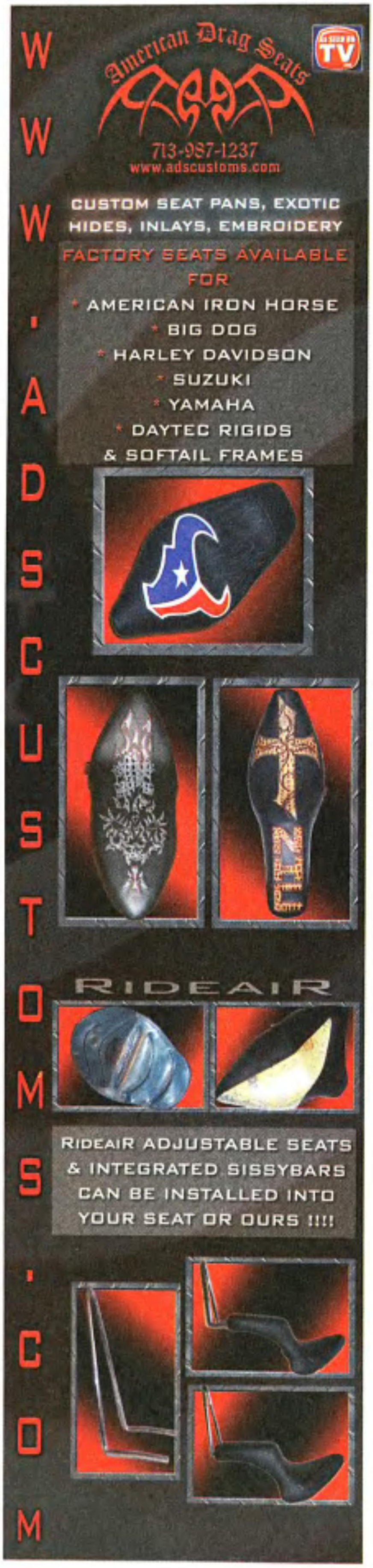
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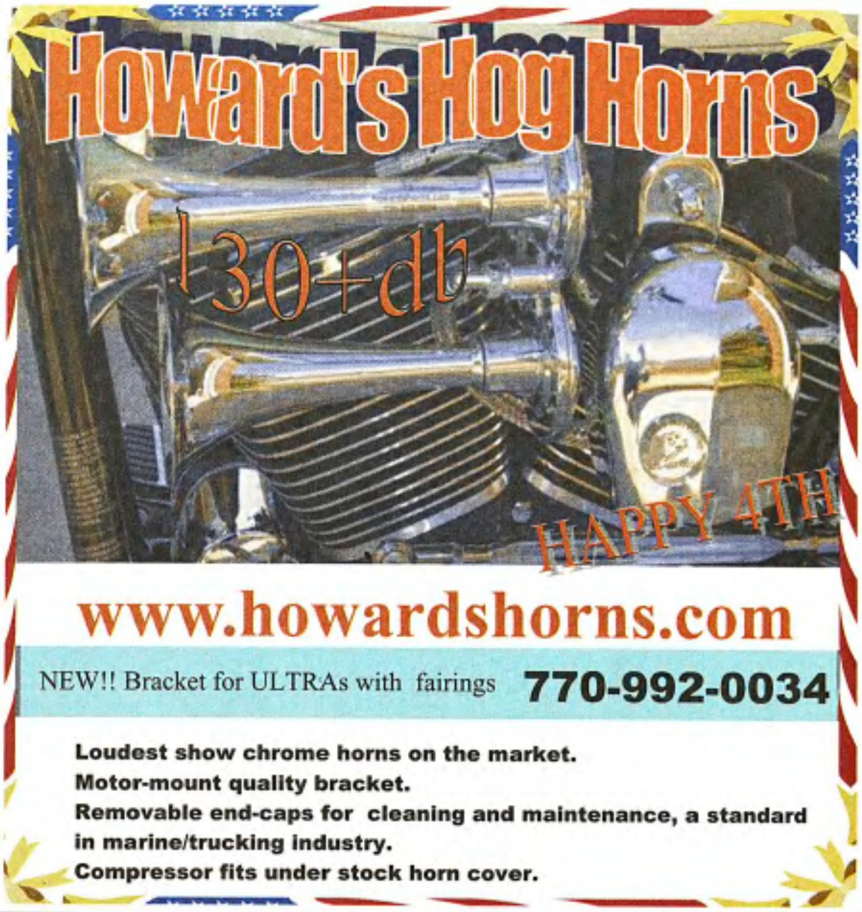
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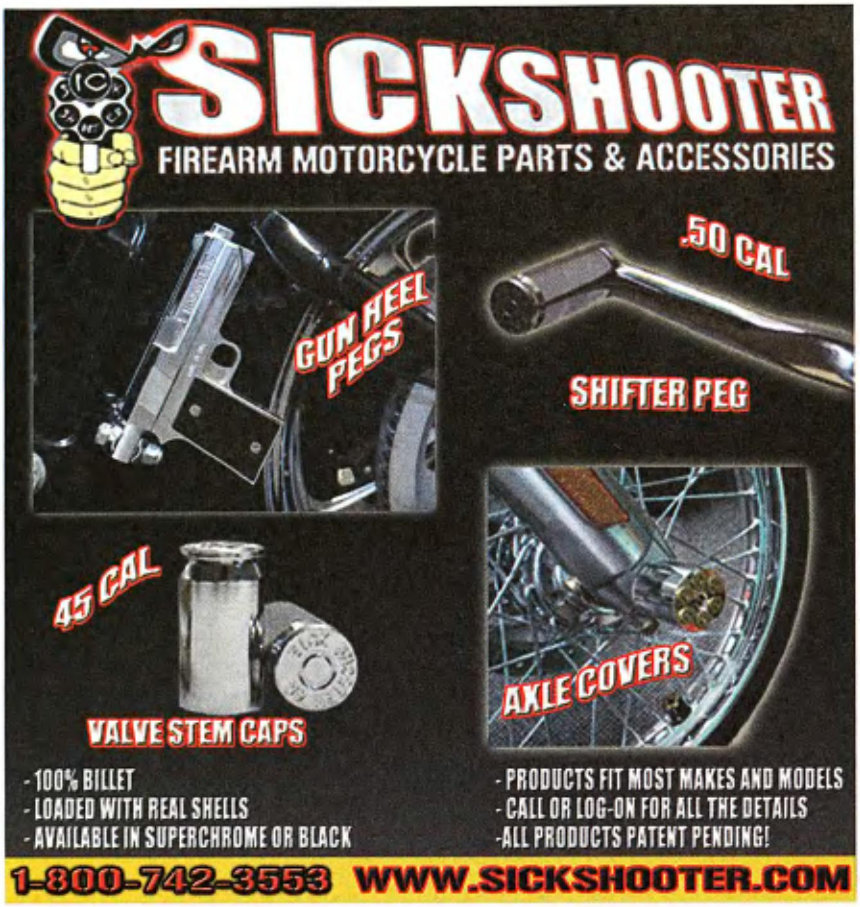
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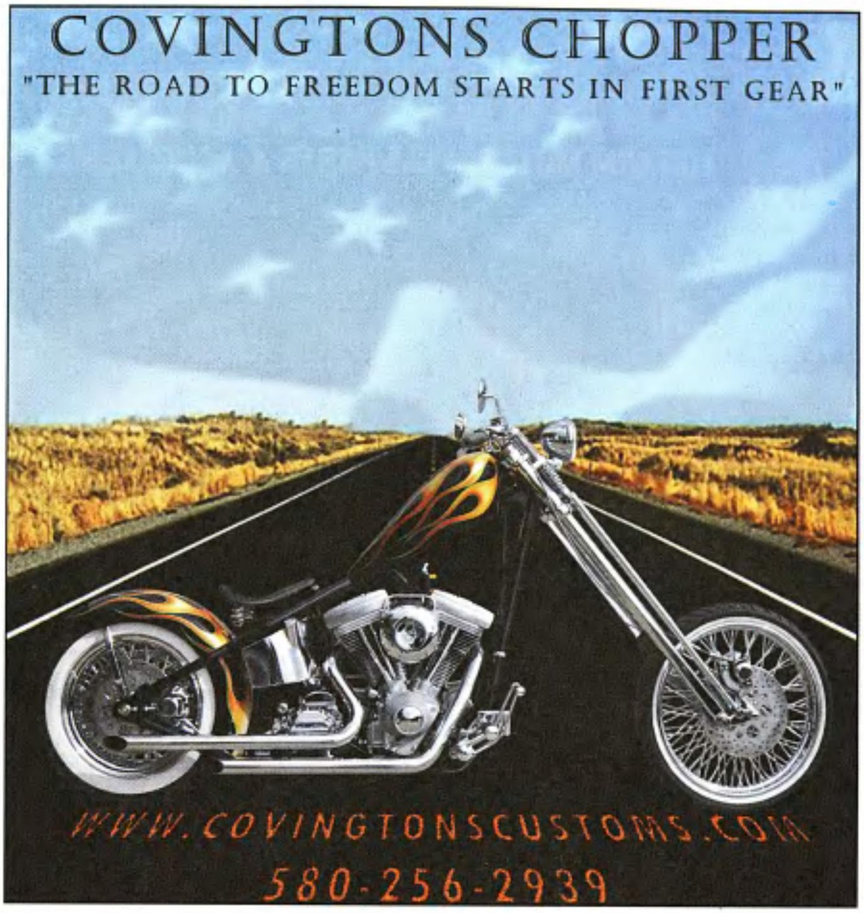
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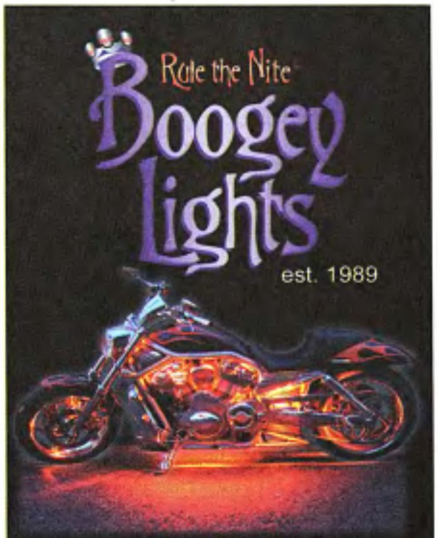

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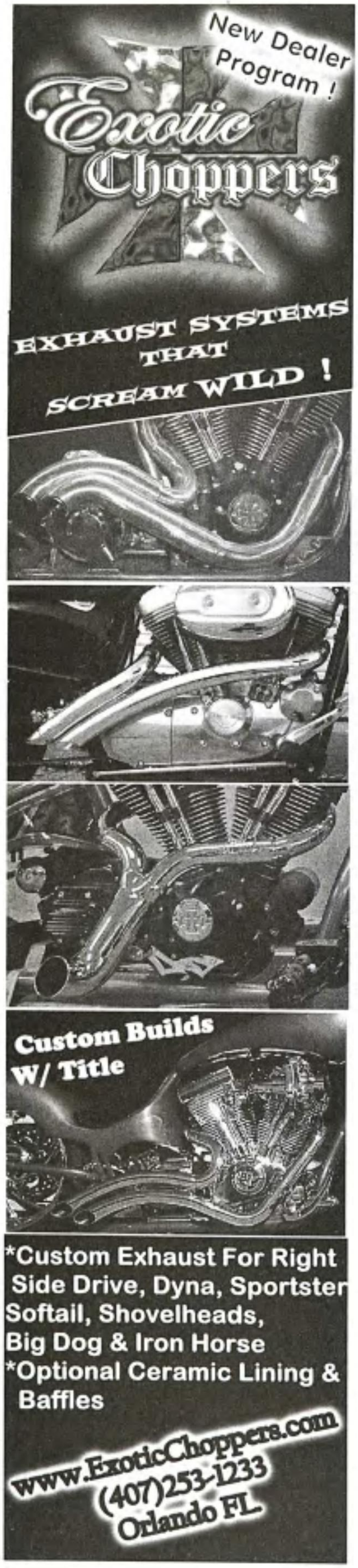
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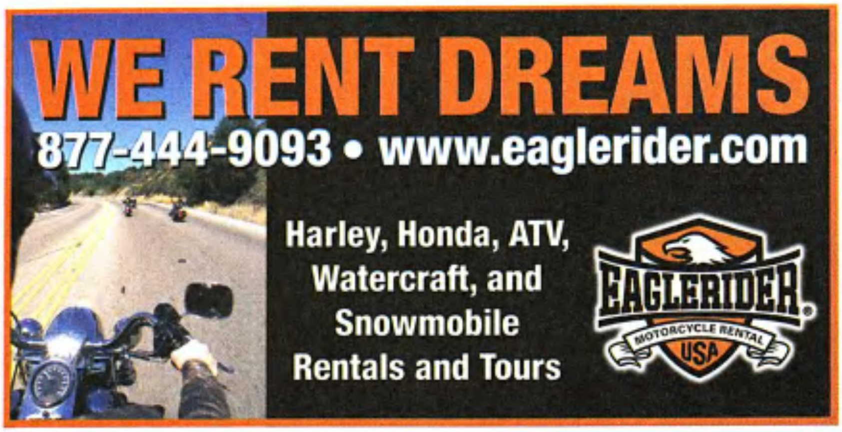

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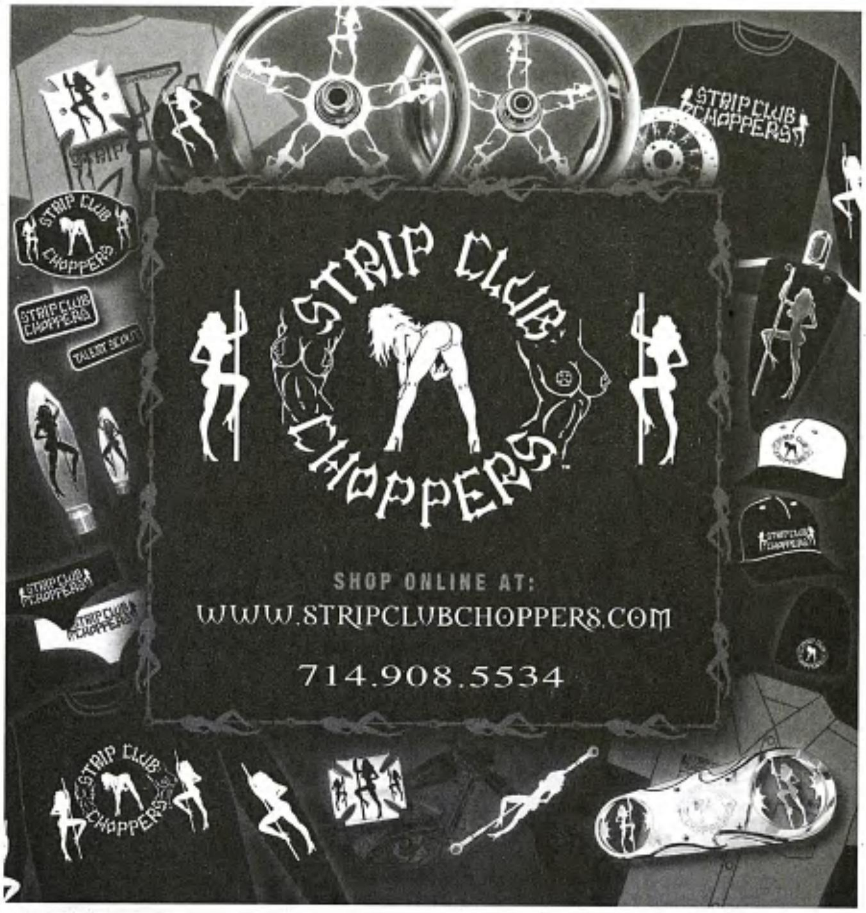

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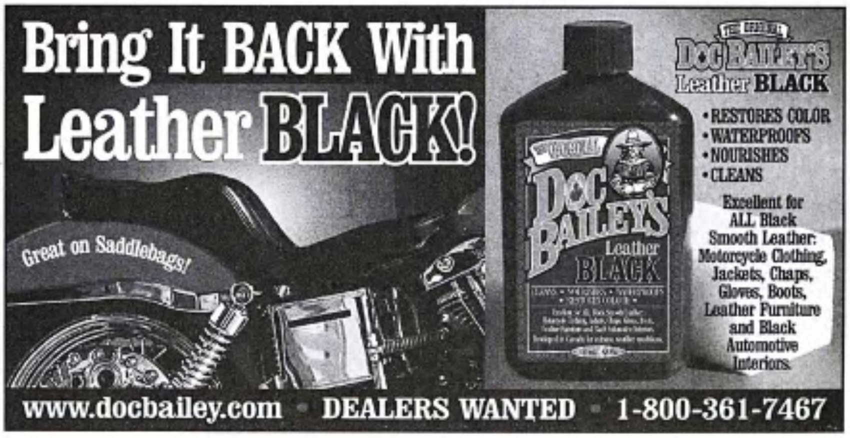

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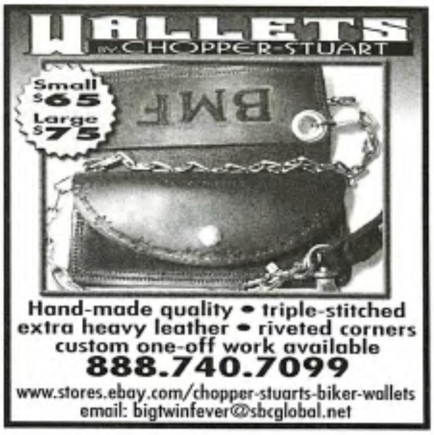
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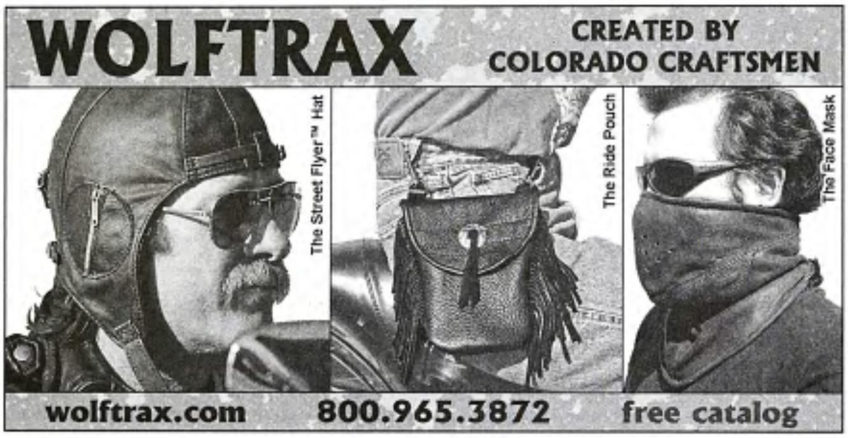
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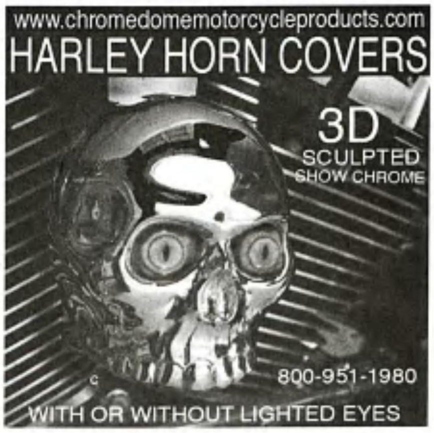
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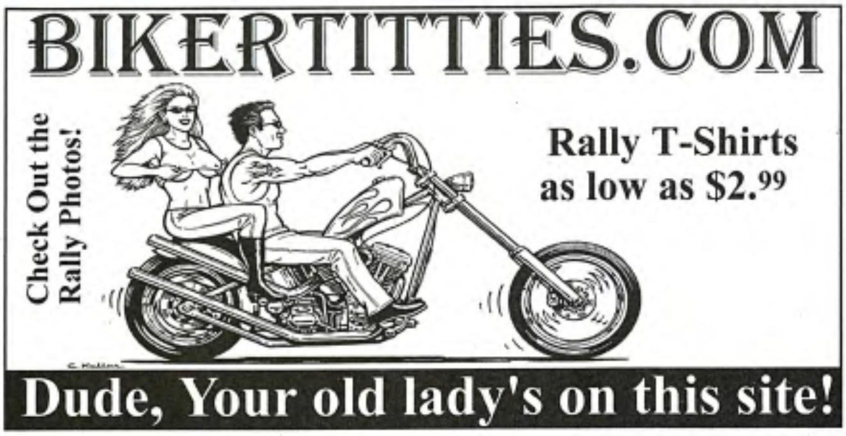
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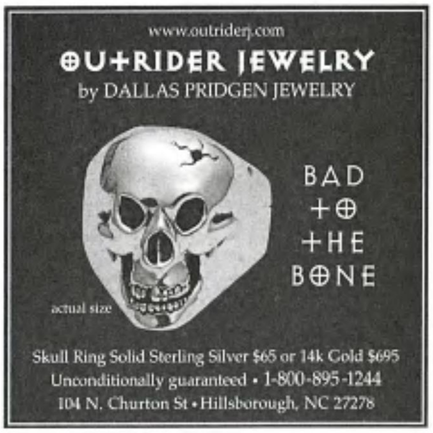
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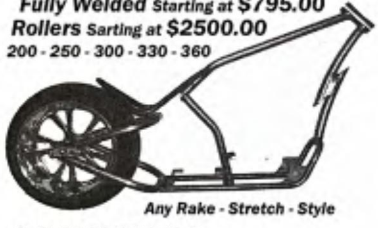

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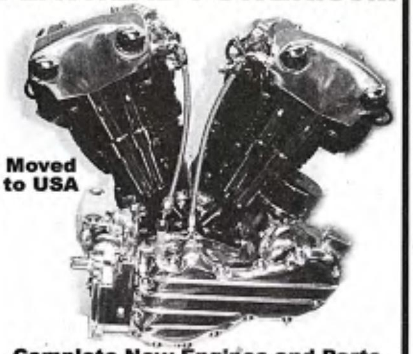

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MIRROR, MIRROR; WHAT'S GOING ON?

Maximum Products Digital Gauge Mirrors

Road Kings, Wide Glides and Softails have cool looking old-style dashes and FLH models have a whole fairing to fill with instruments, but custom choppers don't need no stinking gauges hanging all over their risers and handlebars. Those things and warning lights are handy when you want to know what's going on and when the man is checking out your ride for DMV compliance, but they shouldn't get in the way. You already have enough parts mounted there, like controls and mirrors. So, why not combine the speedo and all that other stuff with something useful, like the mirrors?

That's just what Maximum Products has done with their Digital Gauge Mirrors. They have developed a line of custom styled mirrors that incorporate all the gauges you need in digital form. They offer three styles of mirror heads: the Slimline, which is 3 x 5 inches; the slightly smaller Eliminator, which is 2 1/2 x 3 inches and the stylish Saber. The Eliminator and basic Slimline and Saber have a speedometer, odometer and tachometer. The Slimline X and Saber X series of mirrors add turn signal, high beam, neutral, oil and voltage indicator lights. The new Saber D mirrors also feature super bright turn signal LEDs on the back of each mirror head.

All of the circuitry and wiring for the gauges is contained in the mirror head and stem; the only external part is a 5-volt power supply. Because they use sub-miniature electronics, the mirror heads aren't any thicker than a custom billet mirror. The mirrors' electronics are powered by a small 5-volt power supply that comes in the kit. The power supply is about 2 inches square and can be mounted under the seat or gas tank. All of the wiring for the mirrors splices into your bike's stock wiring harness.

We installed the Saber D mirrors on a custom bike and found the included wiring diagram and instructions easy to follow. The completed set-up worked great. It kept the bike's handlebar mount nice and clean looking while giving us all of the information we needed to ride safely and stay legal.

—John Sullivan

Source

MAXIMUM PRODUCTS
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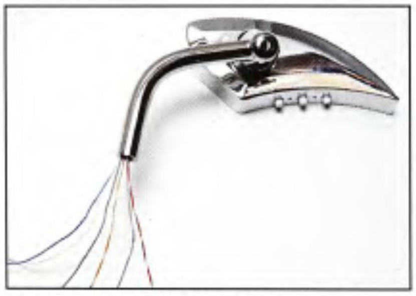
The Saber series of mirrors have a shape akin to the teeth of a saber-tooth cat. These two mirrors and the power supply are everything you need to replace all of your bike's gauges, indicator lights and front turn signal lights.

The left mirror has a number display for the speedometer/odometer and three indicator lights: orange for the turn signal, blue for high beam and green for neutral.

The right mirror has the tach number display and three indicator lights: red ones for low oil pressure and low volts and an orange one for turn signal.



The mirrors' wiring runs up through the stems. The wires hook into the 5-volt power supply and the bike's wiring harness. The buttons on the bottom of the left mirror are for setting up the system and toggling between the odometer, trip odometer and speedometer in MPH or KPH.

The 5-volt power supply can be mounted anywhere on the bike. The orange and black wires connect to the ignition switch and the blue and gray wires connect to the mirrors.

Photos: John Sullivan

The Saber D mirrors also feature three super bright orange LEDs on the back of the housings for use as directional lights.

MODERN CLUTCHES
Making The Connection

Tucked way down inside the primary drive is your bike's clutch assembly. As obscure as it seems, the clutch probably takes more abuse than any other part of a motorcycle; it is the connect and disconnect between the motor and road. Granted, there is also a transmission and final drive in the process, but without the clutch neither of them get any of the motor's power. Over the past 10 years we have seen both ends of our motorcycles' power struggle grow. The motors have larger displacement and the rear tires have a larger footprint. These forces have increased the loads that a clutch must endure.

Fortunately for us, clutch designers and manufactures have kept up with the added demands. Modern clutches for V-twins use high-strength steel, aircraft grade aluminum and exotic heat resistant friction materials. These materials combined with the close tolerances available from CNC machines have allowed our clutches to transmit almost double the torque of a stock 80-inch shovelhead motor, yet not take up any more space in the primary drive.

For an overview of the state of modern clutches, we gathered up clutches from Harley-Davidson and nine aftermarket manufacturers. All of these clutches operate on the same principal; they use six basic parts that have similar characteristics even though they differ in their design and makeup: outer basket, driving disc, inner hub, driven disc, pressure plate and tension spring. The mechanical operation works like this: The clutch basket rides on a bearing on the base of the inner hub connected to the motor's sprocket shaft through a chain or belt. The base of the inner hub is rigidly mounted on the end of the transmission's input shaft. Between these parts is a stack of discs; they alternate driving discs, which engage with the basket and driven discs, which engage the inner hub. Over the end of the disc stack is the pressure plate which connects to the inner hub. The tension spring fits over the pressure plate and forces it onto the stack of discs. The clutch operates in a "normally engaged" mode; that is, the tension spring is

Harley's latest factory clutch uses 17 plates, nine friction driving plates and eight steel driven plates. The diaphragm type tension spring is not adjustable. This is a good clutch; it more than adequately handles mildly hopped-up Twin Cam motors.

This is where we came from. This three-stud clutch is adequate for the output of a shovelhead, but couldn't stand up to a big-inch V-twin.

This collection of parts from Drag Specialties is the basic makeup of a late model clutch. Left to right: clutch basket, tension spring, driving disc, pressure plate, driven disc and inner hub.

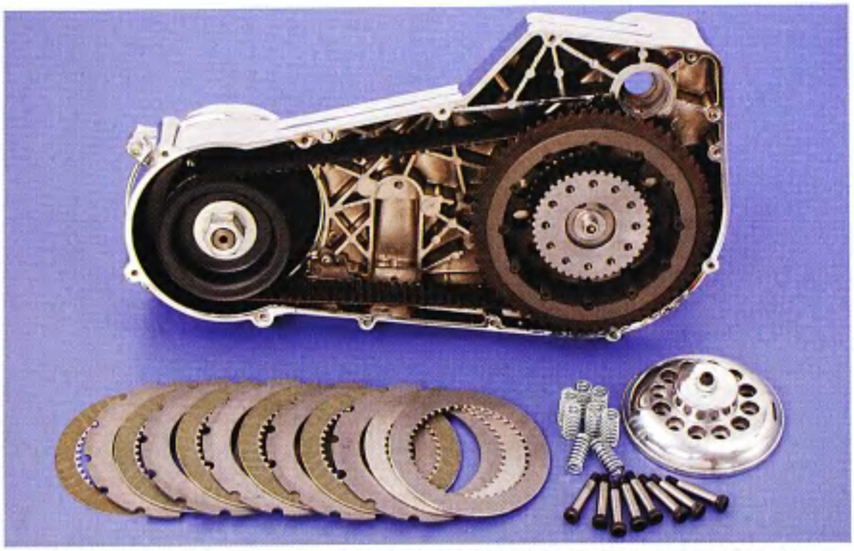
The clutch basket (right) has a two-row ball bearing that rides on the flange that protrudes from the bottom of the inner hub. This bearing does not carry any power transmission loads; it only operates when the clutch is disengaged.

The "friction" driving disc has fingers around its outside edge that fit into matching channels in the housing of the clutch basket. The driving disc's surface uses a Kevlar friction material.

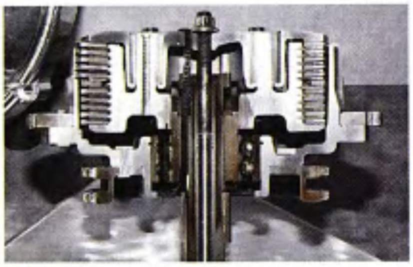
The steel driven disc has fingers around its inside diameter that engage channels on the inner hub.

The pressure plate fits over eight fingers on the top of the inner hub. Its outer diameter has a machined surface that contacts the uppermost driving disc.

The tension spring fits on top of the pressure plate. It has cutouts that also engage the eight fingers on the inner hub. The tension spring is pressed down over the fingers and a snap ring holds it in place. The pressure of this spring causes the driving and driven discs to be clamped together which transmits the motor's power to the transmission.

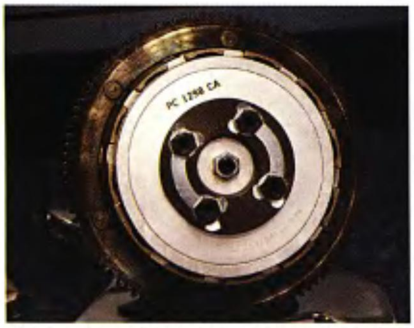


BDL (Belt Drives Ltd.) uses an inverted clutch basket with replaceable pins that engage the outer edge of the driving discs. The force of the tension springs can be adjusted by using lighter or heavier coil springs.

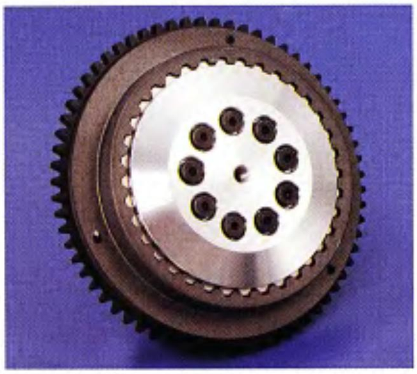


This cut-away of the new S&S high-performance clutch shows clutch basket/inner hub bearing and clutch disc stack. Like most high-performance clutches, the S&S clutch uses multiple coil type tension springs to apply pressure to the disc stack.

The Barnett Scorpion clutch line offers several friction materials and tension spring pressures for high-performance applications.



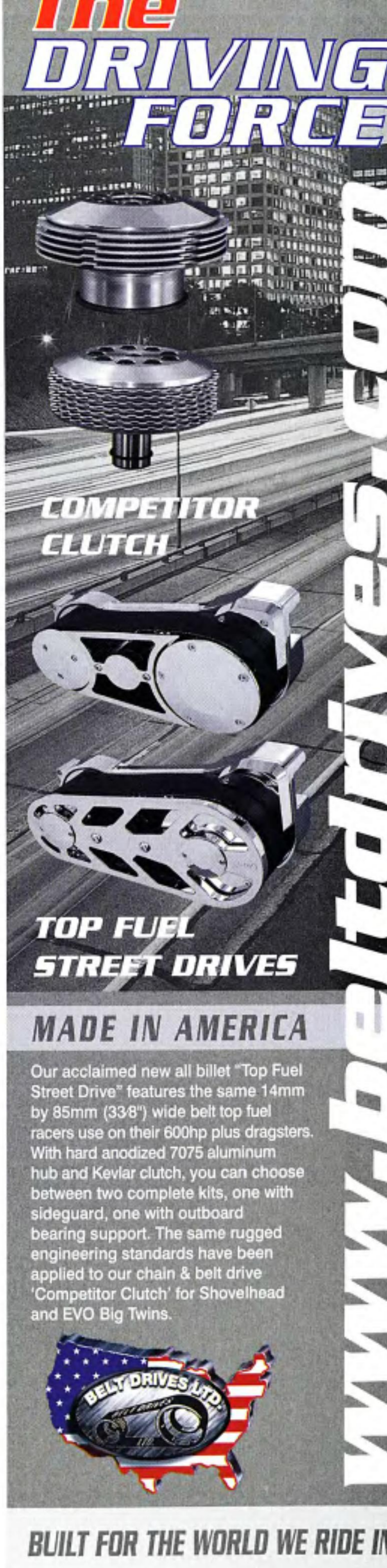
Rivera/Primo Pro-Clutch is available for all 1984-to-present big twins, except 2006 Dyna models; it can handle a high-performance motor without needing "arms by Arnold."

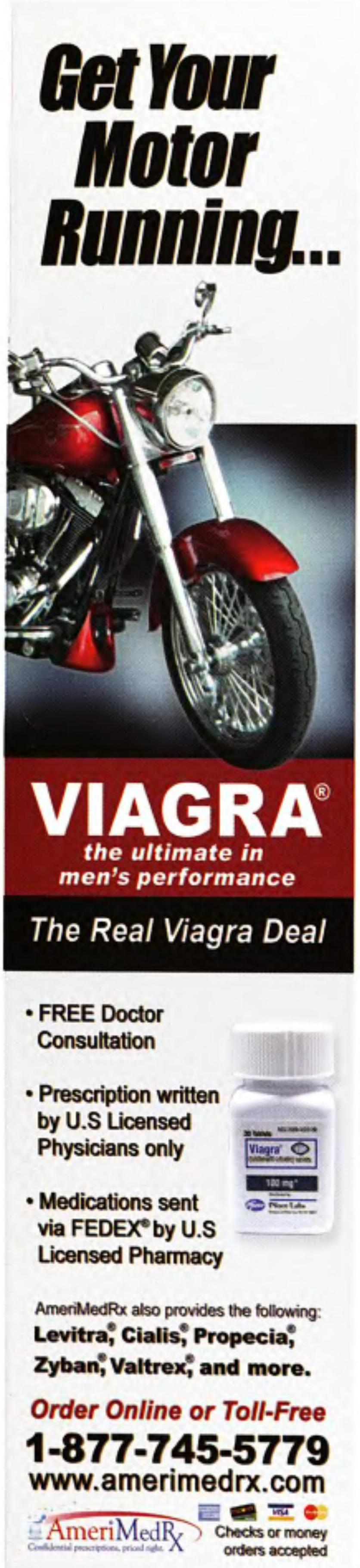


The high-performance BDL Competitor clutch assembly has a fully machined pressure plate. It is designed for a chain driven primary.

Evolution Industries has just introduced a high-performance clutch that uses driving discs with 30 percent more Kevlar friction material. These clutches can handle truly big motors pushing big tires.

The Superclutch from Bandit Machine Works (one of the first performance clutch companies) is still one of the best available. They have them for either wet or dry operation.





forcing the pressure plate onto the disc stack causing the driving discs to contact the driven discs which locks the clutch basket to the inner hub. This "engaged" clutch transmits the motor's output torque to the input shaft of the tranny.

The clutch "disengages" when an outside mechanical force overcomes the tension spring and pushes the pressure plate away from the disc stack. As the pressure plate moves away from the disc stack, the driving discs lose contact with the driven discs and the inner hub is no longer mechanically connected to the clutch basket. This interruption of power allows the motor to rotate while the motorcycle is stopped and also allows the gears in the transmission to be shifted. Although the basic design has been used by Harley-Davidson and aftermarket suppliers since 1936, its components have been improved to handle our current crop of 150-plus horsepower V-twin motors.

There is one fly in the ointment; as the motor's torque, motorcycle's weight and rear tire's size have increased, the force needed in the tension spring to prevent the clutch disc stack from slipping has increased to a point where squeezing the clutch lever can be uncomfortable.

There are two ways to help this: change the mechanical ratio of lever travel to pressure plate lift, or use a hydraulic system to move the pressure plate. Both of these fixes are currently available. For 2006, Harley changed the mechanical ratio in all of its models, except the V-Rod; they also offer a hydraulic clutch kit. The aftermarket has not been left out, actually their products came first. There are several hydraulic clutch kits and White Bros offers the Lite-Clutch mechanical improvement kit.

Although each of our selection of clutches uses their own design, they all have the same purpose in mind, being able to make and break the connection between the motor and transmission. Some are designed to handle more power in a stock primary, while others are made to work with a belt drive and two have very unique properties of engagement. *—John Sullivan*

"Taking her temperature, what th' hell do "ya think?"

AIM has come out with a tension spring enhancer. It uses flyweights that increase the clamping force on the pressure plate as the motor's RPM increases.

The Auto-Clutch from Grandeur Cycle doesn't have any tension springs. Its pressure plate has thirty little balls that move outward in machined ramps within the pressure plate to apply clamping force to the disc stack. With this clutch, you don't need to hold the clutch lever in while you are at a stop.

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The oldest wheel ever found was unearthed in Mesopotamia, which is now where present-day Iraq, Turkey and Syria lie. It was over 5,500 years old. Prior to this, the ancients had learned to roll heavy objects on round logs, then to place the objects on sledges and put log rollers underneath them. Eventually, they figured out that the sledges were starting to wear grooves in the rollers which caused the rollers to work even better because the worn portions, now smaller in circumference, took less energy to move the heavy object while covering a greater distance when the log was turned. This discovery was the genesis of the axle. When they figured out how to fix the axle to a cart and attach the wheels to the axle, it was discovered that the cart could go around corners. Finally, the invention of the wheel was complete.

Spoked wheels first appeared around 2,200 BC. Now wheels could be lighter and stronger. The race was on. Ever since, human beings have been trying to reinvent the wheel and we are all better off for it. Have a gander at the offerings below and we're sure you will agree that the wheel has never looked more beautiful, nor worked as well. *—Kit Maira*

EASYRIDERS' GUIDE TO WHEELS & TIRES

PEREWITZ FELONS

Just introduced by Dave Perewitz, and developed and manufactured in conjunction with MHT Luxury Alloys, rear Felons can be ordered in sizes from a mild mannered 16 x 3 up to 18 x 14. Fronts start at 16 x 3 and go up to 23 x 4. Available finished in mirror deep chrome, fully polished, natural and powder-coated in virtually any color, Standard and RSD are offered as are applications for use with single, dual or no brake at all up front.

Perewitz Cycle Fabrication, 910 Plymouth St., Bridgewater, MA 02324; 508-697-3595; www.perewitz.com

SINN-A-STER II

The Pro-One Sinn-A-Ster II series features a forged three-spoke pattern accented by three sets of interchangeable blades. These removable blades are offered in numerous styles including Tribal, Iron Cross, Torturous and Fire patterns shown here. Sinn-A-Ster II rims can be ordered in a variety of sizes for front and rear applications and are offered 100% polished, show chrome plated or black anodized with machined edges.

Pro-One Performance Mfg, Inc., 2700 Melbourne Ave., Pomona, CA 91767; 800-884-8473; www.pro-one.com

THREE NEW DESIGNS FROM PAUL YAFFE ORIGINALS

The "Jaw Dropper," "Jagged Edge" and "Roll Out" are made from bullet proof 6061-T6 billet aluminum and come in a beautiful show chrome finish. These are painstakingly machined to flawless detail and are sure to add plenty of bling to any ride, stock or custom. They are available in all popular sizes with matching rotors and pulleys. Sizes for the rear include 18 x 8.5 to fit 240, 250 applications as well as 18 x 10.5 to fit 280, 300 applications. Front sizes include 18 x 3.5 up to 21 x 2.15.

Paul Yaffe Originals, 2211 East Indian School Road, Phoenix, AZ 85016; 602-840-4205 x228; www.paulyaffeoriginals.com

BLACK BIKE WHEELS

New for this year is Black Bike's 20 x 10-inch wheel for the new Avon 280 x 20 wheel. For those of you with the new 200 rear tire Harleys, they have a 18 x 7-inch rim for the 200 tire that installs bolt on with no modifications to the bike. Black Bike is a complete wheel house and say they can accommodate the most difficult and special orders.

Black Bike, 8766 Amigo Ave., Northridge, CA 91324; 818-341-2550; visit them online at www.blackbikewheels.com

TIRES FOR WHATEVER YOU RIDE

Avon has been making motorcycle tires since 1911 and with hundreds of sizes and various models to choose from, its no wonder many of the top custom bike builders in the world run Avon. They tout enhanced handling, mileage and performance as the key benefits of Avon's premium Venom series tire. New for 2006 is the addition of the new "taller" Venom R series custom bike tires. The new front tire is a 130/60R23 and the rear is a 280/40R20. Avon also offers classic, vintage, racing and performance tires.

Avon Tyres, P.O. Box 5112, Lynnwood, WA 98036; 800-624-7470; visit them online at www.avonmotorcycle.com

PM MARQUEE, DOMINO AND JUDGE WHEELS

Performance Machine has come out with three totally new designs. Machined from a solid aluminum forging, the Marquee has twenty arced spokes coming from a webbed center. The Domino is also a multi-spoke wheel, but with a clean, open design. The Judge features five vintage mag style spokes and machined speed dots around the perimeter. Like all of the PM wheels, they also make a design matched disc, pulley and sprocket for each one of these and are building them in every size imaginable.

Performance Machine, Inc., 6892 Marlin Circle, La Palma, CA 90623; 714-523-3000; www.performancemachine.com

RC COMPONENTS' NEW 2006 WHEEL DESIGNS

RC Components' new 2006 wheel designs are the Raven, Assassin and Ballistic. Each wheel

is a radical departure from past RC wheel designs. Made from the highest quality billet aluminum available, each wheel is CNC machined and quality tested to ensure you receive the finest product possible. All wheels are available in polished, chrome, and now, black powdercoat. Matching belt pulleys, chain sprockets, pulley rotors and brake rotors are also available.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42103; 1-800-360-0915; www.rccomponents.com

RC COMPONENTS WHEEL & TIRE COMBOS

RC Components is now offering their custom wheels with tires and hubs mounted, balanced and ready for immediate installation. With this setup, you can choose from any of RC's wheel styles and sizes and then choose the same sized Avon or Metzeler tire. RC will mount and balance your wheel, plus attach all hubs and bearings. Whenever you receive your new wheel, simply attach your brake rotors and pulley and install it on your bike.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42103; 1-800-360-0915; www.rccomponents.com

METZELER ME880

Metzeler started the custom "big tire" trend in 1995 with the introduction of the 200/70-15 ME88. Since then, they have continued to evolve the ME880 lineup. The new ME880 260/35 VR 21 combines MIRS (Modular Integrated Robotized System) technology with its 0-degree steel belt to produce a tire with world class handling and less than 1mm growth at 130mph.

Metzeler Tire, 100 Pirelli Drive, Rome, GA 30161; 706-368-5826; visit them online at www.us.metzelermoto.com

WYATT GATLING WHEELS

V-Twin/Tedd Cycle is introducing their new line of Wyatt Gatling wheels. Three styles are available for 1987-1999 FXST in 21-inch front and 16- or 18-inch rear applications. Beautifully detailed in forged billet chrome for an outstanding finish, wheels include adapter spaces and bearings as required.

V-Twin/Tedd Cycle, Inc., P.O. Box 473, Vails Gate, NY 12584; www.vtwinmfg.com

CONTI MILESTONE

Continental Tire says that their Milestone delivers high mileage and exceptionally high levels of wet and dry grip through the use of Continental's ASC "Activated Silica Compound." ASC differs from a standard silica based compound, Conti says, allowing the Milestone to deliver 30 percent more wet grip while at the same time increasing mileage. They say they also run cooler, which allows Conti to build the Milestone with the deepest tread available, thus further increasing mileage. They also boast that they are priced roughly 15 pecent less than a comparable tire. Available in wide whitewall in 130/90-16, 140/90-16 and 150/80-16, and in narrow white stripe in 130/90-16.

Continental Tire, 39 E Main St., New Albany, OH 43054; 614-855-6960; visit them online at www.conti-moto.com

WELD INTRODUCES NEW OEM SIZES AND STYLES IN CHROME

Weld's new 17 x 6.25-inch one-piece forged billet wheel was designed, engineered and manufactured specifically for Harley-Davidson's new "wider" tire bikes. These wheels are available in a wide variety of styles and have matching front wheels, rotors and pulleys for that complete custom look. They developed the new wheel for the new Softails that come equipped with a 200mm tire as a stock replacement. This wheel is made to accept the stock Dunlop tire that comes on the motorcycle (200/55/R17). You may also use the 18 x 5.5-inch which gives a bigger, cleaner look.

Weld Wheel Industries, 6600 Stadium Drive, Kansas City, MO 64129; 800-669-9353; www.weldracing.com

GMA ENGINEERING

GMA Engineering's W-7 wheel has a unique three dimensional design. The fully CNC machined design matches the GMA Brake Pulley system and floating rotors. The W-7 is

available in various sizes from 18 x 8.5 to 21 x 2.15. This chrome-plated wheel comes fully assembled with wheel bearings and valve stem.

GMA Engineering, Inc., 13526 A St., Omaha, NE 68144; 402-330-5105; www.gmabrakes.com

BUCHANAN'S 21-INCH RIMS

Buchanan's 21 x 3-inch aluminum rims have been designed for the Metzeler 21 x 120/70 tire. They will add a great custom look to your Harley-Davidson Softail Custom. The rims are available in a bright polished custom finish. Buchanan's offers a wheel building service or can supply rim and Buchanan's spoke kits. Spokes (made by Buchanan's) are available in a variety of styles.

Buchanan's Spoke & Rim, 805 West 8th Street, Azusa, CA 91702; 626-969-4655; www.buchananspokes.com

DRAG SPECIALTIES LACED REAR WHEEL ASSEMBLIES

Drag Specialties asks, "Is there a better way to customize your hog than with these high-quality American-made wheel assemblies?" The chrome-plated steel rims come in 40-, 60-, or 80-spoke styles. They feature billet chromed custom aluminum hubs and polished stainless steel spokes with custom smooth nipples. Bearings, seals and center spacer are included, and they are DOT approved.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com

CARBON FIBER WHEELS

Revolution Manufacturing has recently unveiled a new line of wheels made of carbon fiber. Applications include all current V-twin bikes including the V-Rod. Special applications can be ordered. The front sizes weigh a mere 6 lbs with hubs and bearings with the rears weighing 8 lbs for the 18 x 5.5 and 9 lbs for the 18x8.5. Revolution says, "Most people don't realize the effect that the current heavy billet wheels have on performance."

Revolution Manufacturing, 1435 Field Park Circle, Bldg 100, Marietta, GA 30066; 770-420-9191; www.revolutionspeed.com

ULTIMA 80 SPOKE WHEELS

Midwest Motorcycle Supply's Ultima Wheels have chrome-plated drop center rim and chrome-plated hub. They are available with stock style chrome spokes and are trued and ready for installation. Forty and 60-spoke wheels are also available. Midwest Motorcycle Supply doesn't sell directly to the public; you can view their products online and order through your dealer.

Visit Midwest Motorcycle Supply online at www.ultimaproducts.com

MC ADVANTAGES' NEW DIMENSION IN WHEEL DESIGNS

MC Advantages offers a line of new super premium forged 3D wheels. They currently come in 6 styles including the Foose-designed Lusso and new Russell Marlow-designed Trippin wheel. Other styles include Barb, Big Homie, Torq Thrust and SnM. These wheels have deep designs that stretch from the center of the hub to the very top edges of the rim. Each style is available in a wide variety of sizes. Also available are premium rotors, pulleys and brake brackets that match each wheel style.

MC Advantages, 10440 NW 54th Ave., Grimes, IA 50111; 800-726-9620; visit them online at www.mcadvantages.com

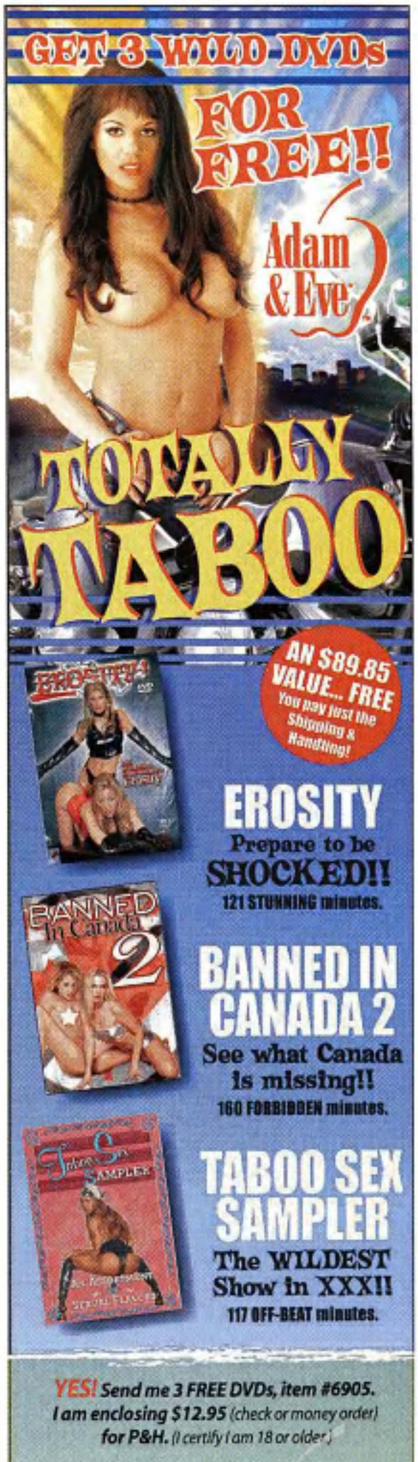
JIREH CYCLES CHROME HORSE CUSTOM WHEELS

Have a look at these Chrome Horse custom wheels from Jireh Cycles. These CNC machined aluminum wheels are polished to a show finish and are available in ten designs: Scallop Swept, Cutout Swept, V Spoke, Road Rave, Bayonet, Engraved Maltese, Diamond, 5 Spoke, 7 Spoke, and 9 Spoke. They are available for most Harleys and American customs 1978 to the present. The rear wheels are available in widths from stock all the way to 10.5 inches. Also available from Chrome Horse are matching polished aluminum belt drive pulleys and stainless steel rotors.

Jireh Cycles, 10 Main St. Festus, MO 63028; 877-681-0448; www.jirehcycles.com

NEW CHROME 80-SPOKE LACED WHEELS FROM HARLEY-DAVIDSON

The new Chrome 80 Spoke Laced Custom Wheels from Harley-Davidson Genuine Motor Accessories feature 80 chrome-plated spokes laced in a traditional four-cross spoke pattern between a polished and chrome-plated steel rim and aluminum. Factory-installed bearings and spacers with pre-set endplay are included with each wheel. The wheels are available in 16-inch front and 16-inch rear versions to fit a variety of 2000-later Touring, Dyna, Softail and Sportster models.



NEW BLADE CUSTOM WHEEL FROM HARLEY-DAVIDSON

The new Blade Custom Wheel from Harley-Davidson Genuine Motor Accessories features ten slim spokes that flow from the center hub and spiral rearward to blend with the outer rim. Forged from 6061 aircraft aluminum, the mirror-polished surface is chrome-plated for a brilliant shine that also resists the elements and is easy to clean. Available in a 21-inch front and 17-inch rear.

Harley-Davidson; 1-800-443-2153; visit them online at www.harley-davidson.com

GP DESIGNS FLAT 40-SPOKE RIMS

George Pacheco has developed a dimple-less 40-spoke rim. These beauties begin with a 6061-T6 aluminum forged rim. The centers are then removed and the rim is drilled for a 40-spoke dimpleless design. Billet Boys 7075 aluminum hubs with strengthened flanges are then installed. The spokes are available in either stainless or a T-11 tool steel chrome finish. The sizes shown are GP195, 3.5 x 21-inch front and GP194, 8.5 x 18-inch rear. Other sizes are available. Made in the USA.

GP Designs, P.O. Box 908, Union City, CA 94587-0908; 866-356-2464, 510-471-9815; www.GPDesigns.net

FAT DADDY CUSTOM SPOKE WHEELS

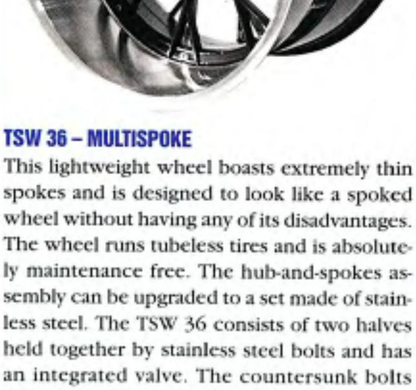
LifeStyle Cycles' Fat Daddy Big Spoke Wheels feature triple chrome plated spun steel rims with solid 3/8-inch spokes, matching nipples and a solid 6061 billet aluminum hub. LifeStyle Cycles' Fat Daddy Big Spoke Wheels are sealed so you can run them without a tube. They also can be made in whatever color combo you want.

LifeStyle Cycles, 1534 N. State College, Anaheim, CA 92806, 714-490-0155; visit them online at www.lifestylecycles.com

CAROLINA CUSTOM

Carolina Custom recently introduced their new wheel designs for 2006. The Ghost Phantom, Icicle, Joust and Thorn are the latest additions to their line. All are available with matching pulley, sprocket and rotors. They come in your choice of chrome or polish finishes. All Carolina Custom wheels are 100 percent made in the USA at the Company's manufacturing facility in Union Grove, North Carolina.

Carolina Custom, 6416 Wilkesboro Hwy, Union Grove, NC 28689; 704-592-2355; www.carolinacustomproducts.com



TSW 36 – MULTISPOKE

This lightweight wheel boasts extremely thin spokes and is designed to look like a spoked wheel without having any of its disadvantages. The wheel runs tubeless tires and is absolutely maintenance free. The hub-and-spokes assembly can be upgraded to a set made of stainless steel. The TSW 36 consists of two halves held together by stainless steel bolts and has an integrated valve. The countersunk bolts make it easy to keep clean. A thin, black faceplate is anchored to the rim and runs between the spokes, thus enhancing the attractiveness of the wheel. The rim is polished to a mirror finish; its star hub is available in various finishes: polished, high-gloss black and matte black. An enormous selection of rim sizes covers the entire gamut of sport, custom and street bikes.

Lightcon GmbH, Mühlstrasse 41, 71229 Leonberg, Germany; www.lightcon.us

PSYCLE WARD WHEELS

Psycle Ward's debut wheel line features several three-dimensional designs, namely "Delusion" which you see pictured, "Asylum," and "Psyco Semi." These wheels incorporate all forged aluminum construction for high strength, light weight and the ultimate customized finish. Have it your way, because with Psycle Ward wheels, it is easy to combine chrome, powdercoated, polished, anodized, brushed or painted components on the 3-D wheels. New designs and expanded fitment applications will be introduced later this year for both their 3-D and their standard 2-D wheel lines.

Psycle Ward, 11240 Lake Shore Dr., Mequon, WI 53092; 414-940-8400; visit them online at www.psycleward.com

WICKED IMAGE

Hot off the mill, the new skull totem pole wheel from Wicked Image, Inc. is both detailed and demonic. Made from forged 6061-T6 aluminum, CNC machined, hand polished and show chromed, these wheels are made to order in any size you want with matching brake rotors and pulley.

Wicked Image, 41615 Date St., Murrieta, CA 92562; 951-894-2929; visit them online at www.wickedimage.com

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ReadersRides

Tom Finley
Fox Island, Washington
1964 Pan/Shovel

Tom would rather talk about how he learned to ride than what his pan/shovel is all about, and that's fine. It's a funny story all right, but unfortunately way too long to relate to you here, so I'll simply skim his epic for its highlights.

Let's travel back to 1971, to a time of innocence and $.40 for a gallon of gas. "I had never ridden a motorcycle in my life," says 22-year-old (at the time) Tom, "not even a Honda 50." He goes on from there and falls in love, through the friend of a friend, with a panhead chopper from nearby Tacoma, Washington.

Apparently rebuffed, Tom decides to build his own chopper. So, he heads to a shop and buys a decommissioned police bike. "It was a 1964 panhead for $700," he now says proudly.

But buying a bike and riding one are two completely different activities, each requiring its own set of talents. The first set consists mainly of cash, but the second? "My first lesson was quite exciting," Tom remembers. "I weighed all of 125 pounds and they're trying to teach me how to kickstart my bike."

This is where we have to fast-forward like a video tape, due to lack of space. Here goes: "kick back…, two squirts…, twist throttle…, turn on choke…, turn key…, hard kick…, kinda scary…, little throttle…, let out clutch…, sloooowly…, died…, kick again…, more gas…, clutch out…, moving…, trying to turn…, fell into rose bushes…, thorns…, blood."

There, did you catch all that? There's plenty more, of course, but let's just summarize that Tom actually did learn how to ride, and even though he still has that old panead, he's built other bikes over the years.

I know you're still riveted, so I won't bore you with lame details, other than this bike has an S&S motor and Joanne Bortles from Crazy Horse Painting did this, the latest in a series of paintjobs Tom's bike has experienced.

Whew! Now I need a drink. *—Tripper*

Photos: Owner

Jay Platt
Coral Springs, Florida
1971 FLH

Meet Willie White Shoe. No, he's not some fancy dancer or even a modern contemporary of Mr. Bojangles. Willie White Shoe is a '71 FLH, named Willie after the friend Jay bought this bike from about three years ago. And the White Shoe part? Well, that's kind of obvious.

Jay says he paid four grand for Willie mainly because, although Willie was running, Jay says, "Every part needed to be replaced. Seventy-two miles an hour was tops, if you could hold on. And if you wanted to know where it's been, you just had to follow the oil."

Well, Jay took Willie to Mark's Hogworks in nearby Fort Lauderdale, where Willie stayed for about a year. "If you've got a shovelhead that needs work, this man has shovelheads in his blood and rats in the attic," Jay says. Not sure what the rats have anything to do with, but there you are.

Anyway, Jay's proud to point out that while the stock FLH had 50 horses, once Willie came back from Hogworks, Jay could count a whole 76.5 horses that Willie left on the dyno. "Not bad, huh?" comments Jay.

All the parts worth saving were chromed, everything else was bought new, he adds, like the close-ratio 4-speed tranny, for instance, or the large return oil lines. The bike is painted Dodge Viper Blue with blue and white pearl. "Everyone that sees it says that it's one of those AMF year bikes," Jay relates. "I say, 'yes it is, and AMF stands for Adios Mother Fucker' as I pull away." Yes, folks are amazed how strong White Shoe Willie actually is, and we're not talking about foot odor, either.

Anyway, the main reason Jay says he'd love to see White Shoe on these pages is "because my dad died before I ever got the bike done and I know they read *Easyriders* in heaven. Please send him a copy."

No problem, Jay. Just give us heaven's address. —*Tripper*

Photos: Owner

Photos: Jinsong Lin

Crawford Peters
McConnellsburg, Pennsylvania
2005 Rip-N-Tear Custom

This is, according to Crawford, the very first bike coming out of Rip-n-Tear Customs in McConnellsburg, a small town in southern Pennsylvania, and certainly not the last, if we are to heed his words. "I've been working with sheet metal, cutting, welding and bending for 25 years," is what Crawford gives as his resume.

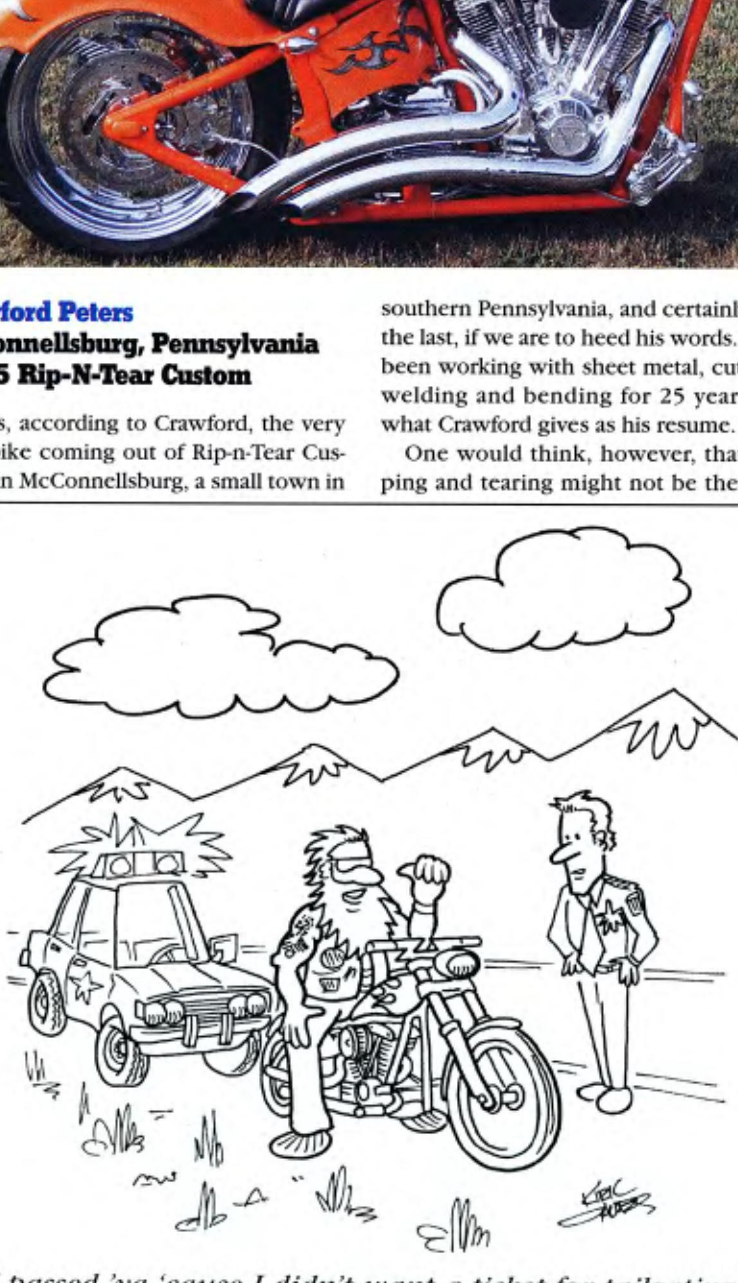
One would think, however, that ripping and tearing might not be the best way to go about constructing something that needs to be as exacting and precise as a custom motorcycle. Especially one with a motor as powerful as this bike's 113-inch S&S mill equipped with a Spyke ignition, Super G carb and breathing out through Vance & Hines Big Radius pipes.

The 10-inch-over Waterfall front end from Rick Doss? That's also an area where you don't really want to shred anything; a nice, exactly measured rake resulting in a trail conducive to precision handling, especially around corners, would be much better. And I'm sure those Chubbys bars with 8-inch risers, the Krooners gas tank, the Xtreme Machine wheels, they all were either precisely cut with a CNC machine or made with some other precision instrument. How many more times can we emphasize precision here?

Well, on second thought, Crawford, who says he wants to build up a general customizing business and fab parts as well as build entire bikes, is probably just making a play on words. He says that for his new venture, he just couldn't imagine a better way to market his skills than right here on these pages. "The bike is doing well at local shows and I hope the bike has a shot with your magazine," says Crawford, who also co-owns a metal enclosure and gun safe business.

I'm sure, there was no pun intended.

—Tripper



"I passed 'ya 'cause I didn't want a ticket for tailgating."

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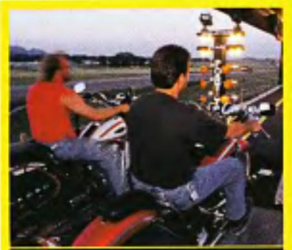

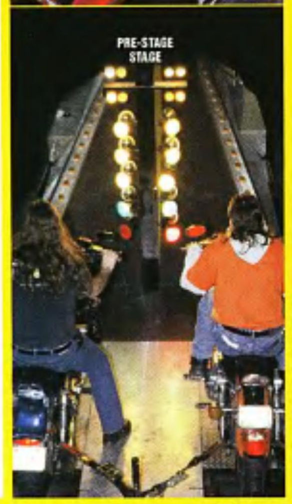

TERESI DYNO-DRAG takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

2006 SCHEDULE

Jan 7-8	2nd Annual Dyno-Drag Nationals - Pomona, CA
Jan 13-15	Available
Jan 20-22	Available
Jan 27-29	Available
Feb 4-6	V-Twin Expo - Cincinnati, OH
Feb 10-12	Available
Feb 17-19	Available
Feb 25	Thunder Cycle - Ft. Lauderdale FL
Mar 3-12	Bike Week - Daytona Beach, FL
Mar 17-19	Hilton Head Motorsports-Bluffton, SC
Mar 24-26	Bikefest – Tampa, FL
Mar 30-Apr 1	Extreme Motorcycles of Hickory - Hickory, NC
Apr 7-9	Cycle Center - Fremont, CA
Apr 14-16	Available
Apr 21-23	Available
Apr 26-30	River Run - Laughlin, NV
May 5-7	Spring Car and Bike Rally - Batesville, AR
May 13	Harley-Davidson of Appleton, WI
May 17-21	(Bike Week) Myrtle Beach, SC
May 26-28	Available
June 2-3	Doc's Harley-Davidson-Kirkwood, IL
June 9-11	Abernathy Motorcycle Sales - Union City, TN
June 15-18	Twin States H-D in Lebanon, NH
June 24	J&P Cycle Open House - Anamosa, IA
June 30-July 2	H.O.G. Nationals - Billings MT
July 7-9	Available
July 14-16	Available
July 19	JR's Smoke Shop - Irving, NY
July 21-23	Available
July 27-29	Honda Homecoming - Marysville, OH
Aug 4-6	Available
Aug 10-13	Full Throttle Saloon Sturgis, SD
Aug 18-20	Biker's Dream - East Peoria, IL
Aug 25-27	Hal's H.D. in New Berlin, WI
Sept 1-3	Abate of Minnesota-Litchfield, MN
Sept 8-10	Loess Hills Rally-Council Bluff, IA
Sept 15-17	Available
Sept 20-24	Reno H.D. in Reno, NV
Sept 29-Oct 1	Available
Oct 7	Harley Davidson of Atlanta - Lithia Springs, GA
Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 19-22	Biketoberfest, Daytona Beach, FL
Oct 27-2	Available
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 10-12	Available
Nov 17-19	Available
Nov 24-26	Puerto Rico Bikefest
Dec 1-3	Available
Dec 8-10	Available
Dec 15-17	Available
Dec 25	Merry Chrismas

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

3RD ANNUAL DYNO-DRAG NATIONALS

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Birmingham, AL
(205) 991-2615

CALIFORNIA
West Coast Motorwear
Oceanside, CA
(760) 757-1589

Penngrove Motorcycle Co.
Pengrove, CA
(707) 665-0136

COLORADO
Perkins Motor Company Inc.
Colorado Spgs, CO
(800) 776-6727

FLORIDA
California Cycles
Panama City, FL
(850) 233-1391

GEORGIA
Big Dog of Atlanta
McDonough, GA
(770) 914-6076

IDAHO
The Roadhouse
Post Falls, ID
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In our last issue, we covered Big Dog Motorcycle's (BDM) Chopper. This issue we're doing it again…sort of. Instead of the Chopper, we're bringin' ya the Ridgeback, which is also a chopper. Not the Chopper, but a chopper…never mind. The Ridgeback rolled out of the BDM assembly line in 2004 and has been kickin' ass in this market ever since.

I've said it before and I'll say it again, the Ridgeback is my favorite bike from BDM. Why? It's a combination of things, really. Let's start with the overall setup of the bike. The Ridgeback has that classic 39-degree rake with the 4-inch stretch that many of the early choppers had. For most riders, not accounting for the vertically challenged, this provides the perfect seating position to ride this practically 9-foot-long bike. Along with their award-winning Balance Drive system, they've incorporated a super-fat 300mm rear tire. Now, with some extra meat on the rear and a 6-speed RSD, this bike is

FAVORITE

Big Dog's 2006 Ridgeback

incredibly well balanced. However, with a tire that size in the rear and a 21-inch up front, it does make for some pretty interesting sharp turns. But, with a little time, even that becomes second nature.

The Ridgeback has a pretty standard seat height (24.25 inches) and ground clearance (4 inches), so there's no real surprise there. As mentioned in previous articles, BDM has manufactured a seat that actually "boosts" the rider that may find that his/her legs "don't quite reach the pedals," without compromising ride comfort or safe operation. That's important for all those "newer" riders out there.

Some other things you'll find on this Ridgeback, if you're looking for hidden treasures, are the exhaust system—that is not all it appears to be—and the oil tank. The exhaust seems to be a standard 2-into-2 setup with a cool "hood" attached to hold the pipes. What you actually have is BDM's answer to those

PEDIGREE

EPA Nazis. This is BDM's 2-into-1 exhaust system, meant to quiet those EPA fun killers. Unfortunately, it's also taken a lot of the bark out of this bike. Part of the Ridgeback's allure (as it is with many bikes) is—or was, in this case—its deep, throaty sound. Now, it's better than Harley's sewing machine on steroids noise, but still.... As for the oil tank? That's hidden as well. No, not under the seat, that "tank" is holding the battery and electronics. The actual tank is hidden underneath the bike.

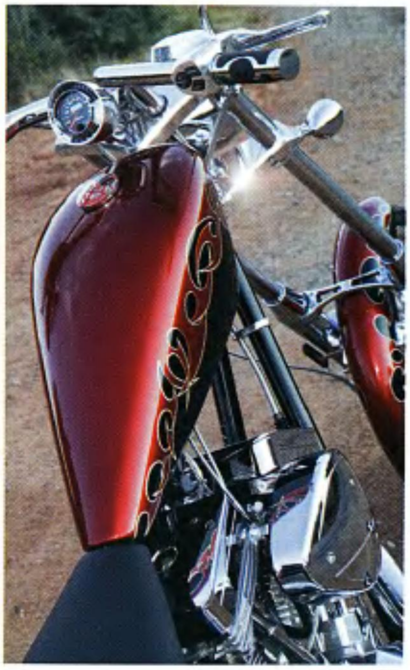
Protected by a shield, the hidden oil tank continues to show a spout where you might normally look for it (especially on new bikes from all manufacturers), however, the actual tank fits squarely underneath the bike, down low and out of the way.

As for how this bike handles? Well, I already touched on that a little. I will say that I have logged many miles on this model over the past few years and just

can't seem to get enough of this bike. Maybe it has something to do with the fact that this rigid production bike is one of the best being manufactured today. Styling and looks aside, the Ridgeback is designed to allow the rider to relax and, yes, enjoy the ride. As always, first-time rigid riders may not see things as I do. Hell, first-time riders will never see things as I do, however, if you even remotely like riding a rigid chopper, your gonna love riding this one. Smooth, maneuverable, comfortable. All of these describe the 2006 Ridgeback. What will you have to say about it? Hook up with BDM at an event or contact the dealer nearest you to find out for yourself. It definitely has my vote.

Contact Big Dog Motorcycles at www.bigdogmotorcycles.com or give 'em a call at 316-267-9121 to find the dealer nearest you, or check and compare all of BDM's bikes to find your specific breed. *—Oil Can*

Owner: Big Dog Motorcycles
City: Wichita, Kansas
GENERAL
Model: Ridgeback
Design: Big Dog Motorcycles
Fabrication: Big Dog Motorcycles
ENGINE
Model: Big Dog Motorcycles
Displacement: 117 cubic inches
Carb: S&S
Exhaust: Big Dog Motorcycles
TRANSMISSION
Model: Big Dog Motorcycles
Type: 6-speed direct drive RSD
FRAME
Type: rigid
Rake: 39 degrees
Stretch: 8 inches in the downtube/4 inches in the backbone



Shocks: huh?
FRONT END
Type: 41mm telescopic
Builder: Big Dog Motorcycles
PAINT
Painter: Big Dog Motorcycles
Type/color: choose from a wide variety
ACCESSORIES
Bars: Big Dog Motorcycles
Grips: Big Dog Motorcycles
Mirrors: Big Dog Motorcycles
Seat: Big Dog Motorcycles
Headlight: Big Dog Motorcycles
Taillight: Big Dog Motorcycles
Fenders: Big Dog Motorcycles
Electrics: Big Dog Motorcycles
Wheels: Big Dog Motorcycles
Brakes: Performance Machine
Tires: 21-inch front/ 300 35 x 18 rear
Photos: Rick Hustead

ComingAtYa

The truly awesome August issue of *Easyriders* (No. 398) brings you incredible custom bikes by Rick Fairless, Ron Finch Jerry Covington, Easy Choppers, Lake County Choppers and Rudy Chappelle, plus a test ride of Harley's 2006 Road Glide. Ride with us to the Laughlin River Run and also check out our pick of the Top Ten Bikes of 2006. We'll drop in on the TV crew of *V-Twin TV*, meet master painter Bill Streeter and show off some very cool *Biker Build-Off* portraits from photo artist Sara Liberte.

In the tech shed we'll install a fuel injection kit on a dresser for extra horsepower and also bring you dozens of new go-fast parts in our Hop Up Guide.

All this PLUS a True Road Tale and on newsstands, we'll offer up our annual 32-page Sturgis Survival Guide. It's all thunderin' your way in the August issue of *Easyriders*!

On sale July 4th

The jazzy July issue of *V-Twin* magazine (No. 63) rides to the Iowa Freedom Rally for a down home good time. Meet master builder Paul Stewart, of Dynamic Choppers, go Behind The Scenes at American Motorcycle Co. and EgoTripp. Get our great Guide to Tires and Wheels plus discover the wonders of modern clutches. Our Long Hauler article shows off a new S&S upgrade for Victory motorcycles and we'll bring you a primer on getting your custom bike insured. PLUS 10 incredible custom bike features and a whole bunch more.

On sale June 13th.

The incredible July issue of *Biker* features *Penthouse* Pet Melessia slinkin' over a Stevenson's killer 93-inch shovelhead bobber. Of course there'll be our usual wild events and many fine titties. *On sale June 6.*

Come on down to Daytona Beach for Bike Week in the Sept. *In The Wind* (No. 126). You'll see David Mann's 2nd Chopper Fest, and a Kansas Indian with sweet Stacie. Newsstands only: It'll be 32-pages on six 2006 Easyriders/ V-Twin Bike Show Tour stops. *On sale now!*

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